

California Department of Transportation



2006 Augmentation



Interregional Transportation Improvement Program

April 2, 2007



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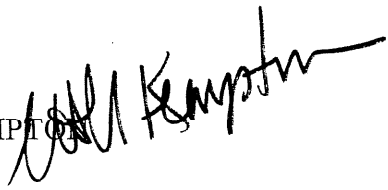
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Memorandum

*Flex your power!
Be energy efficient!*

To: JOHN F. BARNA, Jr.
Executive Director
California Transportation Commission

Date: March 30, 2007

From: WILL KEMPTON 
Director
Department of Transportation

Subject: 2006 Interregional Transportation Improvement Program

Attached is a copy of the California Department of Transportation's proposed 2006 Interregional Transportation Improvement Program (ITIP) Augmentation. This ITIP was prepared in accordance with Government Code 14526 and is consistent with the 2006 State Transportation Improvement Program Augmentation Fund Estimate.

Any questions regarding this document may be directed to Rachel Falsetti, Acting Chief, Division of Transportation Programming, of my staff, at (916) 654-4013.

Attachment

c: RFalsetti



2006 Interregional Transportation Improvement Program Augmentation Executive Summary

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B on the November 2006 ballot, authorized \$2 billion in general obligation bond proceeds to be available for projects in the State Transportation Improvement Program (STIP), to augment funds otherwise from other sources. The STIP consists of two broad programs: the regional program funded from 75 percent of new STIP funding and the Interregional Transportation Improvement Program (ITIP). The 25 percent interregional share is nominated by the California Department of Transportation (Department) in the ITIP for projects that improve transportation between regions.

This ITIP is consistent with the 2006 STIP Fund Estimate Augmentation programming targets and the California Transportation Commission (CTC) STIP Guidelines and policies and procedures specific to the 2006 STIP Augmentation. The ITIP has also been analyzed and found to be consistent with Section 164 of the Streets and Highway Code. The ITIP proposes to:

1. Keep projects on track for delivery by funding cost increases.
2. Advance the programmed delivery year for projects that are planned for delivery earlier than the 2006 STIP programmed year.
3. Assist in the full funding of projects programmed in the Corridor Mobility Improvement Account (CMIA) program.
4. Fund new projects for construction.

This ITIP proposal also supports previous CTC funding decisions for the CMIA program and for the Route 99 Bond program by recommending STIP Augmentation Bond programming towards ten CMIA projects and to two Route 99 Bond projects to fully fund these projects. In total, this program of ITIP funds represents a total committed construction value of about \$3.2 billion when considering all funding sources.

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Background

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B on the November 2006 ballot, authorized \$2 billion in general obligation bond proceeds to be available for projects in the STIP, to augment funds otherwise available for the STIP from other sources. The STIP consists of two broad programs: the regional program funded from 75 percent of new STIP funding and the ITIP. The 25 percent interregional share is nominated by the Department in the ITIP for projects that improve transportation between regions.

Overview

Unlike past STIP cycles, this augmentation presented a unique opportunity to meet funding needs in the early years of the STIP cycle. In a normal STIP cycle, new funding is associated with the new fiscal years added to end of the program. Normally, new projects are added into the later years of the STIP. For example, in the upcoming 2008 STIP cycle, the new funds will be associated with the 2011/12 and 2012/13 fiscal years. The ITIP proposes to:

1. Keep projects on track for delivery by funding cost increases.
2. Advance the programmed delivery year for projects that are planned for delivery earlier than the 2006 STIP programmed year.
3. Assist in the full funding of projects programmed in the CMIA program.
4. Fund new projects for construction.

A full list of ITIP projects, including a short description of each, is included in **Appendix A**.

Since the augmentation cycle did not include any capacity for Transportation Enhancement (TE) projects, this ITIP does not propose any changes to this program.

Discussion of Programming Targets

The 2006 Augmentation Fund Estimate adopted by the CTC on December 13, 2006, set programming targets for counties and the ITIP. In each case, the fund estimate set a highway target, primarily funded through new bond revenues, and a Public Transit Account (PTA) target, funded with unused PTA funds from the 2006 STIP cycle.

By statute, prior to dividing the bond funds by formula, the CTC is obliged to make whole any actual un-programmed balances from prior STIP cycles. For the augmentation cycle, this amounts to a statewide total of about \$650 million. This is a legacy of past budgetary cycles where actual cash funds to the STIP were not realized, yet the programming commitments remained. The net result is that about \$1.35 billion of the \$2.0 billion bond proceeds were divided by formula (25 percent ITIP / 75 percent regional shares) into programming targets. After adjusting for an un-programmed balance credit to the ITIP, the fair share programming target for the ITIP is calculated at \$383 million. This is the highway target.



In addition to bond revenues, the fund estimate included a separate target for PTA funds. In general, PTA funds can be used to fund transit-oriented work. For the ITIP this means intercity rail and rail grade separations, with a few mass transportation projects. When considering the highway target and the PTA target in combination, the total programming target to the ITIP is about \$540 million.

Proposed Program

Consistent with CTC direction, the ITIP augmentation proposal is organized into priorities. **Appendix B** is a summary of new programming by priority groups.

Constrained Highway Program Priority Listing

The first section is the constrained highway program valued at about \$383 million. This represents the Department's priority for funding of projects or project components. In general, the funding capacity within this section will be used to:

1. Keep projects on track for delivery by funding cost increases.
2. Advance the programmed delivery year for projects that are planned for delivery earlier than the 2006 STIP programmed year.
3. Assist in the full funding of projects programmed in the CMIA program.
4. Fund new projects for construction.

This group represents the Department's highest priority for new STIP programming. A detailed list of projects funded within the constrained highway program is included in **Appendix C**.

Public Transit Account Eligible Program

The Department also proposes about \$78 million of PTA eligible work. This includes eleven new intercity rail projects and an increase to the Glendale Grade Separation project. This group represents the Department's highest priority for new STIP PTA eligible programming. A detailed list of projects in this group is included in **Appendix D**.

Additional Highway Program Priorities

In addition, should additional highway capacity be found available, the Department is requesting the programming of an additional set of projects. These projects are listed on **Appendix E**. In general, Appendix E funds subsequent project components for projects that are already in the ITIP. These are projects that will be competing for construction funding in future STIP cycles. Funding the subsequent project components is important to keeping delivery on schedule.

Willits Bypass

The Department has identified a construction option that requires about \$72 million beyond current programmed commitments to fully fund the Willits Bypass project. Though the CTC did not select the project for funding in the CMIA program, the Department views the project as an important priority that deserves attention. The option



now under consideration includes a staged plan that will construct a reduced scope bypass as compared to the original CMIA proposal. Though the details are still to be worked through, it is expected that the funding gap will be met with a mix of new ITIP and Regional Transportation Improvement Program funding.

Transportation Enhancements

The Department maintains its commitment to the existing pool of ITIP funded TE projects. The Department is not proposing any change to the ITIP TE project for this augmentation cycle.

Proposed for Deletion

One existing programmed project is proposed for deletion. It is the La Conchita and Mussel Shoals pedestrian crossing project located in Ventura County. Programmed in 1998 for environmental studies, the project was to address a way for pedestrians to cross to the other side of Route 101, currently a four-lane expressway. The recent decision by the CTC to program CMIA funds to widen and upgrade to freeway status the segment of roadway between Ventura and Santa Barbara completely encompasses the scope of this project. It is anticipated that pedestrian crossing needs will be addressed within this much larger project and may be addressed by the construction of an interchange for La Conchita. Since the ITIP is funding pre-construction for the larger CMIA project, the Department recommends deleting the existing ITIP pedestrian crossing project so any unexpended resources may be used toward the larger High Occupancy Vehicle (HOV) project.

La Conchita and Mussel Shoals Pedestrian Crossing (PPNO 2303) (\$'s x 1000)		
	PAED	PSE
Programmed	1,500	1,800
Expended	1,495	232

Plans for the 2008 STIP

Unlike this augmentation, the 2008 STIP programming exercise will be largely constrained to funding work in the two new fiscal years added, specifically the 2011/12 and 2012/13 fiscal years. Priorities for these funds will be to:

1. Maintain delivery of the existing program, including justifiable cost overruns for currently ITIP programmed project components.
2. Construction funding for programmed high priority, high value interregional ITIP projects that are deliverable in the 2008 STIP period.

ITIP Project Benefits

The major quantifiable benefits of ITIP projects on the State highways are described here. Intercity passenger rail projects and other non-highway projects have additional statewide and regional benefits not captured below.

Economic Benefits 2006 ITIP:		
	Total Number of Jobs	193,000
	Construction Sector	70,000
	Service Sector	52,000
	Retail & Wholesale Trade	20,000
	Manufacturing	19,000
	Other sectors	32,000
	Labor Income (\$ million)	\$7,289
	Gross State Product (\$ million)	\$11,490

STIP Performance Measures

The Department's assessment of the 2006 ITIP Augmentation is consistent with CTC Guidelines, Section 19, Criteria for Measuring Performance and Cost-Effectiveness. The assessment is based on the goals and objectives for improving interregional mobility of people and goods, consistent with the Department's Interregional Transportation Strategic Plan (ITSP). The STIP Guidelines (Section 34 – Interregional Program Objectives) requires the Department to develop the ITSP to guide the investment of the ITIP funds.

The attached assessment (**Appendix F**) describes the framework of the ITSP and illustrates how the ITSP works to achieve the ITIP objectives. The ITSP presents a vision statement with a set of strategies to obtain the vision. It employs a set of guiding principles that provides a foundation for project selection criteria. The assessment includes a project matrix that illustrates how each new ITIP project supports the framework.

The Department conducted a qualitative assessment of the ITIP augmentation based on the evaluation of progress toward meeting the ITIP objectives. While some quantitative information is available, it is not currently consistent across all data elements and would not be as meaningful at this time. Improvement of the focus routes to a higher standard is a critical objective and once complete, the performance can be measured. A map highlighting the focus routes is included as the last page of Appendix F. In future STIP cycles, as data collection systems are improved, the Department will expand the assessment to quantitative analysis for all objectives.



Appendix A – ITIP Projects

North

<u>Region</u>	<u>County</u>
Central Coast	Monterey, Santa Cruz, San Benito
North State	Del Norte, Humboldt, Lake, Lassen, Mendocino, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity
San Joaquin Valley	Amador, Alpine, Calaveras, Kings, Fresno, Madera, Mariposa, Merced, San Joaquin, Stanislaus, Tuolumne
San Francisco Bay Area	Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma, Solano
Sacramento Valley	Butte, Colusa, Glenn, El Dorado, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, Yuba

South

<u>Region</u>	<u>County</u>
Central Coast	San Luis Obispo, Santa Barbara, Ventura
Eastern Sierra	Inyo, Mono,
San Diego	San Diego
San Joaquin Valley	Kern, Tulare
Southern California	Imperial, Los Angeles, Orange, Riverside, San Bernardino



North

Central Coast

Includes Monterey, Santa Cruz, San Benito Counties:

0032G MON 1 Salinas Road Interchange - Construct new interchange and widen to four lane freeway

Improve safety and operation of Route 1 critical for goods movement and recreational travel as well as regional commuters.

0058E MON 101 San Juan Road Interchange

Replace an at-grade crossing with a full interchange to increase safety, improve operations and facility goods movement and recreational travel.

0058G MON 101 Prunedale Improvement In and Near Salinas

Construct interchanges and operational improvements in and near Salinas Route 101 from north of Boronda Road to south of San Juan Road.

0318 MON 101 Airport Boulevard Overcrossing - Reconstruct interchange and access ramps

Reconstruct the Airport Blvd. interchange to improve connection, enhance, safety, provide connection to the Salinas Airport, and facilitate the movement of local traffic and goods movement.

0057C MON 156 Route 156 West Corridor - Widen to four lane divided expressway

Add capacity to improve interregional goods and people movement on a vital east-west route linking the Central Valley with the Central Coast.

0297 SBT 156 San Juan Bautista four lane expressway

Widening on a vital east-west interregional route, connecting the Central Coast region and the San Joaquin Valley, will improve interregional movement of people and goods through the corridor.



North State

Includes Del Norte, Humboldt, Lake, Lassen, Mendocino, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity Counties:

4421 LAK 20 Bloody Island Interpretive Center

Construct interpretive center near Clear Lake on Route 20 at the intersection with Reclamation Road.

0122C LAK 29 Diener Dr to North Rte 175 – Upgrade to four lane expressway

Upgrade the 7.8 mile portion of Route 29 to a four lane expressway facility as a result of a partnership involving the State and regional agencies to improve safety, reduce traffic delay and provide capacity to accommodate anticipated traffic growth.

3048 LAS 36 Susanville Town Hill

Improve bicycle safety and support recreational travel to enhance the quality of life in Susanville, a significant town center for a large tourist and recreational travel.

0125F MEN 101 Willits Bypass - Construct a four lane freeway and interchange

Bypass project around the City of Willits is important partnership effort with local agencies to provide an interregional transportation facility to reduce congestion and delays, improve safety, and enhance quality of life in the community.

0133J MEN 101 Hopland Bypass - Construct a four lane Freeway and Interchange

Bypass project around the City of Hopland is an important partnering effort with local agencies to provide an interregional transportation facility to relieve congestion and reduce operational conflicts by separating local traffic.

4417 MEN 101 Mainstreet Laytonville Aesthetic Improvement

Provide traffic calming features, creating a pedestrian friendly main street, beautifying main street with landscaping and by the main street and tying in Branscomb Road as the main crossroad.

3329 SHA 5 Cottonwood Hills Truck Climbing Lane

Add northbound and southbound truck climbing lanes.

3116 SHA 44 Liberty to I-5 aux. lane and bridge widen

Construct an eastbound auxiliary lane to improve regional and interregional travel, improve operation and safety Redding and I-5.

6650 SHA 44 Redding Auxiliary Lane & Bridge Widening

Construct a westbound auxiliary lane and bridge widening to improve operational and safety concerns on Route 44 and improve access from Dana Area of Redding to downtown Redding.

0137 SHA 44 Stillwater - Widen to four lane freeway and interchange

Provide safe and improved access to bicycle/pedestrian mobility and access to the growing area east of Redding.

A0166A SHA 299 Buckhorn Grade - Environmental Only

Improve alignment, provide passing opportunities and improve errant vehicle recovery areas on Buckhorn Grade.

3198 SIS n/a Mt. Shasta Discovery Center

Construct Interpretive/Information Center near the junction on Route 5 and Route 89.



North State (continued)

0320 TRI 299 Rocky Point - Add east and westbound passing lanes

Provide vehicle passing opportunities to both east and west bound directions in partnership with local agencies.

3104 TRI 299 Sand House Curve - Construct westbound passing lane

Provide a westbound vehicle passing opportunities to reduce operational delay in partnership with local agencies.



San Joaquin Valley

Includes Amador, Alpine, Calaveras, Kings, Fresno, Madera, Mariposa, Merced, San Joaquin, Stanislaus, Tuolumne Counties:

0304B CAL 4 Angels Camp Bypass - Construct two lane expressway

Improve both resident and recreational travel on SR4, in this foothill and mountain county and is the result of a rural partnership.

A4360B/

B4360B KIN/TUL 198 Route 198 four lane Expressway – Rte 43 to Rte 99

Gap closure for freeway/expressway between Route 43 in Hanford and Route 99 near Visalia and provide route continuity, increase capacity and improve safety.

1350 FRE 41 County Line Expressway - Widen to four lane expressway

Improve this portion of the interregional route to expressway and freeway standards.

1477 FRE 41 Tree Planting

Tree planting on Route 41 at and near the Friant Road interchange.

1530 FRE 99 Kingsburg to Selma - Convert to six lane freeway

Continue the extension of the six-lane freeway south of the Fresno metropolitan area to just north of the Tulare County Line and improve goods movement corridor through the Central Valley.

0002 MER 99 Tree Planting

Tree planting near Delhi along Route 99 from north of Collier Road to the Stanislaus County line.

0528Y MER 99 Mission Avenue Interchange Landscaping

Landscaping for parent project near Livingston along Route 99 from the Owens Creek Bridge to south of Childs Avenue.

0546Y MER 99 Livingston Stage II Landscaping

Landscaping for parent project along Route 99 from Arena Way to north of Dwight Way.

5479 MER 99 Atwater Freeway - Convert to six lane freeway and interchange

Major interregional freeway gap closure on SR 99 and critical to north-south goods movement in the Central Valley.

0528D MER 99 Mission Ave Interchange/Freeway - Convert to six lane freeway and interchange

Full conversion to 6-lane freeway, plus interchanges will alleviate operation and capacity issues, improve safety, and enhance goods movement on within the Central Valley.

5414 MER 99 Arboleda Road Freeway - Convert to six lane freeway and interchange

Major step in the completion of a full freeway on the SR 99 corridor and vital to improved goods movement within the Central Valley.

San Joaquin Valley (continued)

- 5401 MER 99 Freeway Upgrade & Plainsburg Road Interchange**
Critical gap-closure is a major step in the conversion of SR 99 to a full freeway providing needed capacity for movement of goods on a major north-south corridor.
- 5707 MER 152 Los Banos Bypass - Construct four lane**
Gap closure bypass between two extended sections of expressway to eliminate bottleneck on SR-152 for 80 miles, enhance interregional and goods movement through Los Banos and reduce accidents and operational conflicts by separating through and local traffic.
- 7668 SJ 99 Route 99 Widening in South Stockton**
Add capacity, reduce current traffic congestion, improve operations, increase safety and accommodate future travel demand.
- 0001 SJ 205 Tree Planting**
Tree planting near Tracy on route 205 from Alameda County line to Route 5.
- 7861 SJ 205 205/580 Ultimate Truck Bypass**
Critical route connection for interregional and recreational travel and is the top priority link for commerce and freight movement between the Central Valley and Bay Area regions.
- 0003 STA 99 Tree Planting**
Provide long-range strategy for improving the aesthetics of the 99 corridor within the County of Stanislaus and enhancement for residents, businesses and travelers.
- 0941 STA 120 Oakdale Expressway/Bypass - Construct two lane expressway on new alignment**
Rural partnership between the State and local agencies to improve travel for both regional residents and for recreational travel into the foothills and Yosemite.
- 0021B TUO 108 E. Sonora Bypass Stage II - Construct a two lane expressway**
Improve the east-west interregional movement of people and goods and reflect a partnership effort between the State and local agencies.
- 0004 TUO 108 Route 108 Bicycle Facility**
Will close the gap in various locations, by providing continuous bike/pedestrian facilities along existing Highway 108, in Tuolumne County near the City of Sonora.



San Francisco Bay Area

Includes Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara, Solano, Sonoma Counties:

0057A ALA 24 Route 24/Caldecott Tunnel Corridor Construct fourth bore two-lane tunnel

Reduce congestion, increase capacity, improve safety and enhance reliability.

0090C ALA 92 Hesperian/Santa Clara Retrofit Soundwall

Mitigate the noise impact of the roadway project.

0177/

A0157D ALA 680 Sunol Grade HOV Corridor

Add northbound and southbound HOV lanes on Route 680 over Sunol Grade, Milpitas to Route 84, ramp metering from Jacklin Road to Stoneridge Drive, and auxiliary lanes at various locations in Santa Clara and Alameda Counties.

0192E CC 4 Rte 4- Widen to eight lanes, Loveridge Road Interchange

Reconstruct interchange to add HOV and mixed flow traffic lanes along Route 4 and preserve the median space for a future mass transit system to reduce congestion.

A0360F/

B0360F MRN/SON 101 Route 101 Novato Narrows Freeway Upgrade - PAED Only

Upgrade the Novato Narrows (Sonoma & Marin Counties) segment to 6-lane freeway to increase capacity, reduce congestion, improve air quality, improve safety by eliminating at-grade crossings.

1069 MRN 1 Wildlife Crossing

Construct wildlife crossing near Point Reyes on Route 1 at Giacomini Gulch.

0342L MRN 101 Route 101 HOV Lane-Segments 2, 3, and 4 - Construct HOV lane

Reduce congestion will provide a continuous HOV facility, improving conditions on a highway corridor critical to commuting, goods movement and recreational traffic.

0343D MRN 101 Route 101 Vegetation Management Phase II

In Marin County on Route 101 from Golden Gate Bridge anchorage to Rodeo Avenue Caltrans will partner with the National Park Service to return roadside vegetation to native coastal scrub habitat.

0367D NAP 12 Jameson Canyon - Widen to four lane expressway

Reduce traffic congestion, improve safety and increase capacity on Route 12 between Route 29 in Napa County and Interstate 80 in Solano County.

0468F SCL 101 Route 101 Landscaping

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

1062 SCL 152 Runoff Pollution Control

Create two disposal sites with drainage. This will result in protected storage of soil generated during storm events and eliminate current storage practices that erode and deposit sediments into Bodfish Creek.



San Francisco Bay Area (continued)

0070 SCL 152/156 SR-152/SR-156 Interchange Improvements

Widening and interchange project on a vital east-west interregional route connecting the Central Coast region and the San Joaquin Valley to improve interregional movement of people and goods through the corridor.

5201F SOL 37 Route 29/37 Interchange - Highway Planting

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

5306 SOL 80 Follow-up Landscaping

Follow up landscaping project for mitigation project (PPNO 8273A).

8273B SOL 80 Route 80 Widening Landscaping

Mitigate the visual impact of the roadway project.

0748I SON 01 Kashaya Pomo Cultural Landscape

On Route 1 in Sonoma County from Salmon Creek to Gualala River.

0449N SON 101 Install Watershed Awareness Signs

Install "watershed awareness" signs along US Rte 101.



Sacramento Valley

Includes Butte, Colusa, Glenn, El Dorado, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, Yuba Counties:

2262 BUT 70 Oroville Freeway Extension (Ophier Road - Stage 1) - Widen to four lanes and construct interchange

Provide a major freeway gap closure in the northern portion of the SR99/70 corridor connecting ten of the State's urbanized areas throughout its length.

2273 BUT 70 SR 70 Passing Lanes

Construct passing lanes.

A0364A BUT 70 Route 70 Expressway (Marysville Bypass) – PA&ED Only

Provide a gap closure between the existing and proposed freeway/expressway system between Sacramento and Chico, improve safety and provide an interregional facility between Oroville and Chico.

3209 ED 50 Placerville - Lawyer Dr to Bedford Ave - Operational Improvements

Improve safety and relieve traffic congestion during both peak and off-peak periods within the project area by providing a direct connection between downtown Placerville and Placerville Drive.

3209Y ED 50 Mitigation Landscaping

3263 ED 50 Route 50 Wildlife Crossing

Provide wildlife crossings along Route 50 that will address the wildlife mortality in the area as well as the safety of the traveling public.

4107 NEV 49 Combie to Grass Valley Widening (Segment 1)

Widen roadway to accommodate significant growth in a rural area near the Sacramento metropolitan region and is the result of a partnership effort between the State and local agencies.

1409 NEV 80 Donner Memorial State Park Museum

Construct museum in Nevada County on Route 80 near Donner Lake adjacent to Donner Pass Road.

0145M PLA 65 Lincoln Bypass - Construct new four lane expressway/freeway on new alignment

Bypass project around a fast-growing community in the Sacramento metropolitan region to enhance the quality of life in the community while accommodating future growth.

0146B PLA 80 I-80 Capacity/Operational Improvements Improvements Phase 1

Includes operational improvements and an eastbound auxiliary lane from the Sacramento/Placer County line Auburn Boulevard/Riverside onramp to the Douglas Boulevard northbound off-ramp. Improve mobility, relieve congestion, maintain trip reliability, and enhance safety for freeway users from near the Sacramento/Placer County line.



Sacramento Valley (continued)

0146C PLA 80 I-80 Capacity/Operational Improvements Phase 2

Includes eastbound and westbound HOV lanes, auxiliary lanes, and Traffic Operation System (TOS) Elements from Auburn Boulevard/Riverside Avenue to just east of the Route 65 interchange west of Miner's Ravine. Improve mobility, relieve congestion, maintain trip reliability, and enhance safety for freeway users from near the Sacramento/Placer County line.

5282 PLA 89 Alice Richardson Water Pollution Abatement

Will provide controlled parking, porous paving, designated pedestrian facilities and native landscaping which will abate the existing storm water and erosion problems and allow the site to be used for safely viewing the lake and surroundings.

5705 PLA 267 Tree Planting

Tree planting in Placer County on route 267 from route 28 to Northstar.

6199C SAC 50 HOV lanes & Community enhancements

Add HOV lanes in Median of Route 50 in Sacramento County, improve the midtown and downtown Sacramento street system to enhance neighborhood livability.

0289B/

0289P SUT 70 Sutter/Yuba Route 70 Corridor Project – Construct 4-lane expressway

Reduce traffic delays and congestion, improve safety, and to initially provide expressway and ultimately freeway access to the Marysville/Yuba City area.

8362A SUT 99 Sutter Rte 99 Corridor - Widen to Four Lanes with a Median

Widen to four lanes with a median.

8366 SUT 99 Environmental Only

Reflect a partnership effort between the State and local agencies to improve safety and reduce congestion.

8557 YOL 05 Tree Planting

Tree planting in Yolo County on Route 5 from Woodland to Colusa County line.

0332D YOL 50 Harbor Boulevard Project - Widen over crossing to six lanes and revise ramps

Improve safety, mobility and intermodal transfer for goods to the Sacramento Port facility.

9725B YUB 70 Sutter/Yuba Route 70 Corridor Project (Motorplex Parkway)

Upgrade local access to the expressway and to accommodate anticipated future traffic demand.



South

Central Coast

Includes San Luis Obispo, Santa Barbara, and Ventura Counties:

1847 SLO 1 Rte 1 Hardscape Enhancements

Construct hardscape and landscaping on Route 1 from the southern limits of the city of Morro Bay to the northern limits of the city of Cayucos.

1845 SLO 1 Estero Bluffs

Implement access management and corridor enhancements on the west side of Route 1 north of the community of Cayucos at Estero Bluffs State Park.

0452 SLO 41 Cottonwood Truck Climbing Lane

Construct a truck-climbing lane to improve movement of goods on an important highway corridor between the Central Coast and the Central Valley.

0226A SLO 46 Rte 46 Corridor - PAED Only

Convert to a 4-lane expressway.

0226B SLO 46 Rte 46 Corridor improvements (Union - Segment 1)

Convert to a 4-lane expressway.

0226C SLO 46 Rte 46 Corridor improvements (Whitley - Segment 1)

Convert to a 4-lane expressway.

0226D SLO 46 Rte 46 Corridor improvements (Whitley - Segment 2)

Improve congestion, enhance safety and provide passing opportunities, reduce driver frustration, improve the facilitation of goods movement, improve recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Coast and Route 101.

A226B SLO 46 Rte 46 Retaining Walls (Union)

Construct retaining walls near Paso Robles on Route 46 from Airport Road to west of Geneseo Road.

4856/4856A SLO 101 SLO Operational Improvements - 7 locations

Improve interregional movement of people and goods on a major north-south interregional Focus Route traversing the length of California's coastal areas.

A4459 SLO 101 Santa Maria River Bridge Widening

Relieve congestion, reduce delay, improve linkage between State Routes 135 and 166, enhance goods movement and provide improved bicycle/pedestrian facilities.

3918 VEN 101 Ventura/SB Route 101 HOV Lanes

Construct HOV Lanes.

3552 VEN 118 Wildlife Corridor Enhancements

The placement of the new fence would increase habitat within the Corriganville Regional Park existing directly south of Caltrans right-of-way and simultaneously lead animals to the Corriganville tunnel or Rocky Peak Road over crossing for safer crossing opportunities.

Eastern Sierra

Includes Inyo and Mono Counties:

0548 INY 190 Death Valley Scenic Overlook

Construct scenic overlook on route 190 in Death Valley National Park at Father Crowley Point.

0191 INY 395 Independence - Widen to 4-lane expressway

Upgrade to a 4-lane divided highway, add capacity, and improve interregional movement of people and goods.

0191A INY 395 Independence Archaeological Pre-Mitigation

Archaeological pre-mitigation for Independence expressway.

0172 INY 395 Manzanar - Widen to 4-lane expressway

Upgrade to 4-lane divided highway, add capacity, improve safety and benefit interregional movement of people and goods.

0172A INY 395 Manzanar Archaeological Pre-Mitigation

Improve the level of service of the facility and will provide for increased design capacity to meet present and future traffic demands.

0454 INY 395 Independence Historic Lighting

To improve pedestrian lighting, improve the scenic and historical character of the community.

0241 MNO 395 Highpoint Curve Corrections - Modify road alignment

Modify the roadway alignment to improve safety and facilitate bicycle travel.

0455 MNO 395 Sonora Wildlife Crossing

Construct concrete box culverts with wildlife fencing.

San Diego

San Diego County only:

1000 SD 11 New Route 11

The future port of entry at East Otay Mesa will help reduce traffic at the existing SanYsidro and Otay Mesa ports of entry, providing an alternate entry for commercial traffic.

0260 SD 52 Construct Route from Route 125 to Cuyamaca Street

Improves the transportation network providing a connecting link between the commercial and industrial centers in the east county and the primary north-south goods movement corridors of Interstates 5, 15, and 805.

0867 SD 163 Balboa Park Historic Landscape Preservation

To restore the landscape so that it retains the essence of its historical features. This will include planting with support irrigation, fencing and lighting.

0374K SD 905 New Route 905 - Otay Mesa - Construct 6-lane freeway

Provide access to a new truck portal to ease cross-border traffic congestion and significantly improve movement of goods between Mexico and the U.S.

0990 SD n/a Caltrans Historic Building / Transportation Museum

To preserve the building of historical significance, the effort would also provide a wealth of information that would promote, explain and interpret transportation elements over the years.

San Joaquin Valley

Includes Kern, Tulare Counties:

8042 KER 14 Freeman Gulch Widening

Upgrade to four lanes of the last "gap" segment of Route 14 between Mojave and the junction with Route 395, improve safety and accessibility for rural communities and for interregional and interstate movement of people and goods on one of the State's goods movement routes.

3380A KER 46 SLO Co Line-Keck's Road Expressway - Convert to 4-lane expressway

Will reduce congestion and improve safety, particularly in relation to truck and recreational traffic. The project ties together a series of improvements in both Kern and San Luis Obispo Counties with an emphasis of improving the highway to four lanes from Route 101 to Interstate 5.

3386 KER 46 Route 46 Expressway - Segment 1

Provide a main link from the San Joaquin Valley to the Central Coast, reduce congestion and improve safety, particularly in relation to truck and recreational traffic.

3386A KER 46 Route 46 expressway, Segment 3

Convert to a 4-lane expressway west of the City of Wasco from Kecks Road to Route 33.

0258B KER 58 Rehabilitation/Relinquishment of Rte 58

Rehabilitate existing SR 58 east and west of Mojave and portions for relinquishment to Kern County.

3548 KER 99 Tree Planting

Tree planting on Route 99 from north of Olive Drive to north of Oil Junction.

8539 KER 395 Inyo Kern Four Lane - Convert to 4-lane expressway

Provide route continuity and improved interregional mobility of people and goods connecting the Eastern Sierra region and Western Nevada to the Southern California region.

6231 TUL 63 Pedestrian Facility

Construct pedestrian enhancements on Route 63 from Avenue 408 to Albert Avenue.

6400 TUL 99 Tagus Ranch - Convert to 6-lane freeway

Convert to 6-lane freeway on Route 99 south of Fresno Metropolitan Area from Prosperity Avenue to Goshen OH.

6480 TUL 99 Goshen/Kingsburg - Convert to 6-Lane freeway

Provide route continuity with the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley to improve goods movement and accommodate future increases in traffic volumes.

See page 4 for a project in both Kings and Tulare Counties (A4360B and B4360B).



Southern California

Includes Imperial, Los Angeles, Orange, Riverside, San Bernardino Counties:

0051Y IMP 7 Landscape Mitigation

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

0021 IMP 78 Brawley Bypass - Route 86 to Route 111

Construct 4-lane Expressway Construct a 4-lane expressway bypass and interchange around the City of Brawley to accommodate increased regional and international traffic due to NAFTA and provide continuity between the international border with Mexico and Riverside County.

0021F IMP 78 Brawley Bypass Stage 2

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

0549 IMP 98 Route 98 Widening (West of Rte 111)

Widen conventional highway from 2-lanes to 4-lanes (Calexico from Navarro Ave to Route 111.

0151E LA 5 Ultimate HOV/Empire Interchange Improvements

Reduce congestion on I-5 to benefit interregional travel connections between I-5 and the Burbank-Glendale-Pasadena Airport.

2120 LA 5 I-5 Western Interchange Modification

Provide congestion relief for future local and regional traffic and eliminate existing deficiencies at the I-5/ Western Ave Interchange and Western Ave/Flower Street intersection.

2808A LA 5 Orange County to Rte 605 - Carmenita Interchange

Improve on and off ramps traffic movements and overall interchange traffic circulation, reduce congestion and improve safety to accommodate new I-5 freeway cross section.

2808 LA 5 I 5 Widening - Orange County Line to Route 605

Widen for HOV and Mixed flow lanes. Add capacity for future travel demands, improve access to regional transit, reduce travel time and congestion, eliminate northbound bottleneck as between the Orange County and LA County line.

3547 LA 5 Landscape Planting and Aesthetic Enhancement

To beautify a densely populated area and improve graffiti control techniques.

3548 LA 10 Landscape Planting and Aesthetic Enhancement

To beautify a densely populated area and improve graffiti control techniques.

0309S LA 10 Baldwin Park – Soundwalls

Mitigate the noise impact of the roadway project.

2119 LA 105 Sepulveda to Nash Wesbound Off Ramp Widening

Reduce congestion on the main line and speed access to the Central Terminal Area at LAX.

Southern California (continued)

- 3550 LA 110 Median, Ramp and Connector Improvements**
Will include sandblasting of the concrete median barrier to achieve uniform color. Pavers will be installed on the median island to improve its appearance.
- 3546 LA 110 Aesthetic Enhancement**
To beautify a densely populated area and improve graffiti control techniques.
- 3331 LA 138 Route 138 Widening - Various locations, from Avenue T to Route 18**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 3325 LA 138 Route 138 Widening - Near Palmdale, from 60th Street to east of Avenue T-8**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 3326 LA 138 Route 138 Widening - Near Littlerock, from 77th Street East to 89th Street East**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 3327 LA 138 Route 138 Widening - Near Pearblossom, from 96th Street to 106th Street East**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 3330 LA 138 Route 138 Widening - Near Pearblossom, Big Rock Wash Bridge Replacement**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 0694Q LA 138 Route 138 Widening - Near Llano, from 175th Street East to Largo Vista Road**
Will serve to relieve congestion and enhance safety along the Route 138 Corridor.
- 3328 LA 138 Route 138 Widening - Near Pearblossom, from 126th St. East to Longview Road**
Improve safety, provide mobility and congestion relief on State Route 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville the interchange.
- 0831 LA 405 Rte 405-Arbor Vitae – South half of Interchange**
Reduce congestion, improve safety and traffic flow and access to the Los Angeles Intl Airport.
- 2215 LA 710 Rte 710 study per Record of Decision**
Close the Gap between I-10 in Los Angeles and Route 210 in Pasadena to complete the Freeway system in one of the busiest region in the Los Angeles County.

Southern California (continued)**3612 LA 710 I-710 Expansion**

Widen freeway between the Ports in City of Long beach and Caesar Chavez Overcrossing in East Los Angeles.

2592 ORA 5 Scenic Enhancements

Provide enhanced paving and landscaping in Orange County on Route 5 from Calle Juanita to 4th Street.

4110 ORA 74 Route 5 to Antonio Parkway Widening

Improve traffic flow and accommodate future travel demands.

0048W RIV 91 Eastbound 91 to Northbound 71 Connector

Improve travel for commuters on the regional freeway system between the rapidly expanding Inland Empire and the central core areas of the metropolitan region.

0072G RIV 91 Green River Road Landscape Enhancement

Provide an aesthetic design for landscaping the Green River Road Interchange.

0116F RIV 215 Rte 60/215 East Junction HOV Connector

Construct HOV Connectors at the 60/215 East Junction.

0154D SBD 10 Tippecanoe Ave Interchange improvements

Reduce congestion at interchange, relieve impacts to the freeway, and provide capacity for future development in the areas around the San Bernardino International Airport.

0175N SBD 15 Landscape Enhancement

To improve the aesthetic design to the gateway in the City of Victorville.

0176A SBD 15 I-15 SB Truck Climbing Lane

Separate trucks and other vehicles in the hill portions of I-15 to improve goods movement between Southern California and destinations in Nevada, Utah and beyond.

0176D SBD 15 Desert Managers Group Visitor Center

Develop California Welcome Center

0174L SBD 15 Phase 2 NB Widening

Add capacity, upgrade of I-15 to current standards, eliminate operational deficiencies and enhance safety by reconstructing three interchanges in the city of Victorville.

0180F SBD 18 Rural Gateway Beautification and Modernization

Aesthetic Improvements to Rural Gateway.

0215C SBD 58 Construct 4-lane Expressway (Kramer Junction)

Add capacity and operational improvements to this significant corridor for east-west goods movement and improve safety and reliability at Routes 58/395 Junction.

0217F SBD 58 Realign and widen to 4 lane expressway (Hinkley)

Add capacity to improve goods movement on a major interregional route connecting I-40, a vital east-west Interstate to the East Coast, and I-5, California's major north-south Interstate route.



Southern California (continued)

0234P SBD 71 Tree Planting

Tree Planting (Phase 1) in San Bernardino County from Soquel Canyon Parkway to Riverside County Line and in Riverside County from San Bernardino County Line to the Santa Ana River Bridge.

0239DSBD 138 Rte 138 Widening (Portions)

Near Wrightwood from Beekley Road to Juction Route 15, widen from two to four lanes and construct two wildlife crossings; and from Phelan Road to Beekley Road, construct eastbound lane.

0194T SBD 210 Etiwanda Windbreak Rural Historic Landscape

Mitigation planting of 2,000 eucalyptus trees in Rancho Cucamonga on Route 210.

0260B SBD 395 US 395 Widening

Close a 48-mile expressway gap in the interregional road system to improve interregional mobility of people and goods.



Intercity Rail, Grade Separation and Mass Transportation (Multimodal) Projects

Importance

The multi-modal systems in California are a vital part of the total transportation system. The State's Intercity passenger rail system (Amtrak), comprised of the Surfliner, San Joaquin, and Capitol Corridor routes, carries more than 3.6 million passengers per year between urban centers and interregional destinations. The routes parallel congested Interstate and other highway routes providing alternatives to personal vehicles. The major commuter rail systems in the largest urban centers carry over 600 thousand passengers daily combined providing mobility and alternatives to congested state routes. Improved multi-modal transfer stations are critical facilities/services to encourage increased use of rail/transit. Smart growth planning by regions and local jurisdictions around rail/transit stations and lines in the urban and metropolitan areas for housing, commercial and jobs creation will ensure both a higher return on the transportation investment and improved quality of life. Comprehensive corridor planning that emphasizes a complete strategy of smart growth (creation of jobs/housing), improved multi-modal systems and connectivity, and optimization of high standard state routes (Interstates) will ensure sustained economic health, livelihood and mobility in California.

Projects:

2021 ALA Livermore Valley Siding

Extend siding by 8,000 feet for safe passing/staging area for trains traveling bi-directionally on the single track service both commuter passenger rail and commercial freight rail traffic.

2103 ALA BART Oakland Airport Connector

Provide a direct access from the BART system to the Oakland International Airport to improve reliability and convenience of travel and reduce congestion.

2020 ALA Emeryville Intermodal Transfer Station

Improve bus transfers between Amtrak intercity trains and local and feeder bus service and increase parking availability for rail patrons to increase ridership and improve reliability.

2086 ALA Emeryville Station and Track Improvements

In the city of Emeryville, in the area of the existing passenger rail station, extend siding track with associated signal and other track improvements.

2083 ALA ACE Corridor Signal Upgrade

Improve operational characteristics along the corridor from Stockton to Fremont along the ACE rail line and install modern signal devices.

2011G CC Richmond BART Parking Structure

Construct parking structure to accommodate 680 replacement parking spaces and 120 new spaces for a total of 800 spaces.

9814 LA Glendale Grade Separation (Pacific Surfliner) at SR 134

Eliminate delays, improve reliability of the both commuter and freight rail service.

2023 LA Los Angeles Storage Facilities & Track

Improve access and capacity for both intercity and commuter rail services and improve on-time performance and reliability.



Multimodal Projects (continued)

- 2002 LA La Mirada to DT Junction Third Track**
Add third track to facilitate the integration of freight rail and passenger rail operations (Amtrak and Metrolink) in a critical rail corridor and increase interregional passenger rail service.
- 2002A LA LA Fullerton Triple Track and Grade Separation (Rosecrans)**
Construct triple track and grade separation at Rosecrans and Marquardt Ave.
- 2318 LA Alameda Corridor East Grade Separations**
Separate vehicular traffic on SR1 from freight rail traffic to and from the ports of Los Angeles and Long Beach.
- 2025 MAD Madera Amtrak Station Relocation**
Relocate the Madera Intercity Rail site to a more visible, accessible, convenient and safe location and is expected to increase ridership on the San Joaquin and Amtrak routes.
- 2082 MER Merced Crossover**
Construct a crossover between the mainline and adjacent siding near the Merced Amtrak station and other track and signal improvements.
- 2026 ORA Fullerton Transportation Center - parking expansion**
Add parking spaces at the Fullerton Transportation Center needed to increase ridership on intercity train service between San Diego and Los Angeles and Riverside Counties.
- 9879 PLA Roseville Third Track**
Improve running times and on-time performance of the Capital Corridor intercity passenger rail service between Sacramento and Auburn and will allow for overall expansion.
- 0079D RIV N. Main Corona Parking Structure**
Construct 1,000 space parking structure at for commuter service to congestion along the SR 91.
- 2027 SAC Elk Grove Intercity Rail Station**
Provide a conveniently located passenger rail station and parking for area residents, increasing the desirability of using the San Joaquin Intercity passenger service.
- 2087 SB Siding Upgrade and Extension**
Create new sections of double track based upon modeling results, engineering feasibility and environmental constraints from Milepost to Pacific Surfliner route.
- 0150D SBD Colton Crossing Railroad Grade Separation**
Construct railroad grade separation south of I-10.
- 7300 SD Del Mar Bluff Stabilization**
Provide stabilization of the bluffs near Del Mar critical to maintain the mainline for goods movement, Pacific Surfliner and Coaster passenger service.
- 9865 SD San Dieguito River Bridge Replacement**
Replace bridge and add a second track to improve reliability, improve operational flexibility, and reduce maintenance cost.

Multimodal Projects (continued)

- 9069A SD Sorrento to Miramar Double Track/Realign**
Add capacity, improve speed and operational efficiency of the mainline tracks.
- 2068 SD Signal and Communication System Upgrade**
Signal and communications system analysis and upgrade on Pacific Surfliner/Coaster BNSF line.
- 2006 SD Replace Santa Margarita Bridge and Second Track**
Replace bridge with a 2 track bridge and construct additional double track.
- 2062 SD Solana Beach Transit Station Parking Structure**
Construct new Parking Structure.
- 2071 SD Oceanside Double Track**
Construct two 220 foot bridges at Loma Alta Creek and extend existing Oceanside siding by 1.2 miles creating a total of 2.5 miles of double track from MP 225.9 to MP 228.4.
- 2072 SD Encinitas Grade Separated Pedestrian Crossing**
Construct a grade separated pedestrian crossing in the vicinity of Santa Fe Drive (between E Street and Chesterfield Drive) in the City of Encinitas.
- 2073 SD Carlsbad Double Track**
Add new second main track for approximately 2.0 miles from Control Point (CP) Carl to CP Farr, through the city of Carlsbad, including a universal cross-over installed at CP Carl.
- 2074 SD San Luis Rey River Bridge and Second Track**
Add 0.6 mile of second main track to connect passing tracks at Fallbrook Junction and Oceanside, and replace the single track bridge with a new double track bridge, in the City of Oceanside.
- 2008 SCL Capitol Corridor-San Jose-Santa Clara Fourth Main**
Increase rail track capacity to improve on-time performance, schedule flexibility, and corridor reliability for the Capitol Corridor, ACE, and Caltrain services freight.
- 2030 SJ Capacity Improvements**
Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.
- 2031 SJ Stockton SP Depot Restoration**
Restore the historic SP Depot in Stockton for use as a multimodal center for commuters using ACE, Amtrak San Joaquin, and Greyhound Bus.
- 2066 SJ Stockton ACE Northwest Track Connection**
- 2085 SOL Bahia Benicia Crossover**
On the Union Pacific right-of-way, roughly parallel to the I-680 corridor north of the Martinez bridge, construct crossover between the two mainline tracks.



Multimodal Projects (continued)

2065 VAR Capitalized Maint. (Cap Cor, Surfliner, San Joaquin)

Various maintenance projects on the Capital Corridor, Surfliner and San Joaquin intercity rail routes.

2070 VAR Southern California Regional Rail Authority (SCRRA) Sealed Corridor Project

The SCRRA Sealed Corridor project covers the entire Metrolink system, which serves the counties of Los Angeles, Orange, Riverside, San Bernardino, and northern San Diego. This project will enhance the safety of highway/rail grade crossings on the predominantly urban rail lines owned by the SCRRA.

2089 VAR Sidings in Santa Barbara and Ventura Counties

From Milepost (MP)423.0 to MP 368.6, Pacific Surfliner route, complete environmental clearance, design, engineering and permitting for siding projects in Santa Barbara and Ventura Counties.

2088 VEN Ventura County Sealed Corridor

On Metrolink's Ventura County rail line, design and construct safety improvements to rail/highway grade crossings.



Appendix B – Constrained Highway Program Priority Listing

2006 ITIP Augmentation New Capacity

2006 ITIP Augmentation New Capacity																		
DIST	CO	RTE	PPNO	PROJECT	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup	
Constrained Highway Program Priority Listing																		
01	LAK	29	0122C	Diener Dr to North Rte 175 Upgrade Expressway	1,280	0	0	0	1,280	0	0	0	0	0	1,280	0	0	0
01	MEN	101	0125F	Willits Bypass	2,571	0	2,571	0	0	0	0	0	0	0	1,412	1,159	0	0
01	MEN	101	0133J	Hopland Bypass	2,360	2,360	0	0	0	0	0	0	0	0	2,360	0	0	0
02	LAS	36	3048	Susanville Town Hill	1,736	64	0	774	898	0	0	605	715	52	12	169	183	
02	SHA	299	0166A	Buckhorn Grade - Environmental Only	800	800	0	0	0	0	0	0	0	0	800	0	0	
02	SHA	44	6650	Dana to Downtown, Phase A	1,010	1,010	0	0	0	0	0	0	0	0	130	880	0	
02	SHA	44	0137	Stillwater	400	400	0	0	0	0	0	0	0	0	400	0	0	
02	SHA	44	3116	Dana to Downtown Phase B	11,223	382	0	0	10,841	0	0	0	0	9,797	68	284	30	
02	SHA	5	3329	Cottonwood Hills Truck Climbing Lane	4,541	0	0	1,470	3,071	0	0	185	0	1,470	1,920	966	0	
02	TRI	299	3104	Sand House Curve	917	384	0	0	533	0	0	0	326	384	0	0	207	
03	BUT	70	2262	Ophir Road (Phase 1)	3,000	0	0	0	3,000	0	0	0	0	3,000	0	0	0	
03	BUT	70	2273	SR 70 Passing Lanes	20,000	0	4,000	0	16,000	0	0	1,000	14,200	1,000	1,500	500	1,800	
03	NEV	49	4107	Combie to Grass Valley(Labarr Meadows) Widening	1,800	350	0	0	1,450	0	0	1,000	0	0	350	450	0	
03	PLA	65	0145M	Lincoln Bypass	4,877	16,064	0	0	-11,187	0	0	11,764	-20,245	1,000	3,000	300	9,058	
03	PLA	80	0146B	I-80 Capacity/Operational Improvments Phase 1	110	110	0	0	0	0	0	0	0	0	10	100	0	
03	SAC	50	6199C	HOV lanes & Community enhancements	295	295	0	0	0	0	0	0	0	295	0	0	0	
03	SUT	70	0289B	Sutter/Yuba Route 70 Corridor Project	16,100	0	1,600	14,500	0	0	0	0	13,000	0	0	1,600	1,500	
03	SUT	70	0289P	Sutter/Yuba Route 70 Corridor Project	14,644	0	0	14,644	0	0	0	0	14,144	0	0	0	500	
03	SUT	99	8362A	99 Widen to 4 Lanes With a Median (Segment 4)	2,606	456	0	0	2,150	0	0	0	1,500	0	104	352	650	
04	ALA	680	A0157D	Sunol Grade HOV Corridor-Southbound	7,500	0	0	7,500	0	0	0	1,500	0	2,000	4,000	0	0	
04	NAP	12	0367D	Jamieson Canyon	2,130	2,130	0	0	0	0	0	0	0	0	2,130	0	0	
04	SM	101	0700B	Route 101 Auxiliary Lanes (Supplemental)	5,048	0	5,048	0	0	0	0	0	5,048	0	0	0	0	
04	SCL	101	0468F	Route 101 Landscaping	766	0	0	0	0	0	766	0	327	0	0	0	439	
04	SOL	37	5201F	Route 29/37 Interchange - Highway Planting	1,481	0	0	758	723	0	0	0	200	0	758	0	523	
04	SOL	80	8273B	Route 80 Widening Landscaping	1,121	0	0	0	535	586	0	0	0	0	535	0	586	
04	SON	101	B0360F	Route 101 Novato Narrows Freeway Upgrade	4,321	1,321	0	0	3,000	0	0	0	0	1,321	3,000	0	0	
05	MON	1	0032G	Salinas Road Interchange	396	396	0	0	0	0	0	0	0	0	396	0	0	
05	MON	101	0058E	San Juan Road Interchange	400	400	0	0	0	0	0	0	0	0	400	0	0	
05	MON	101	0318	Airport Boulevard Overcrossing (Phase 1)	177	177	0	0	0	0	0	0	0	177	0	0	0	
05	MON	101	0058G	Prunedale Improvement Project	5,000	0	0	0	0	5,000	0	0	5,000	0	0	0	0	
05	MON	156	0057C	Route 156 West Corridor	1,715	1,715	0	0	0	0	0	0	0	1,715	0	0	0	
05	SBT	156	0297	San Juan Bautista 4-lane expressway	5,561	5,561	0	0	0	0	0	2,564	0	2,878	0	119	0	
05	SLO	101	4856	SLO Operational Improvements - 1A	253	253	0	0	0	0	0	0	0	-114	367	0	0	
05	SLO	101	4856A	SLO Operational Improvements (#1,2 & 5)	5,767	737	0	0	5,030	0	0	0	4,170	-62	792	7	860	
05	SLO	41	0452	Cottonwood Climbing Lane (Supplemental)	568	0	568	0	0	0	0	0	568	0	0	0	0	
05	SLO	46	0226B	Route 46 Corridor Improvements (Union)	15,242	0	15,242	0	0	0	0	5,100	8,929	0	0	0	1,213	
05	SLO	46	0226C	Route 46 Corridor Improvements (Whitley 1)	-15,242	2,540	0	5,900	0	-23,682	0	5,300	-26,982	0	2,800	340	3,300	
06	FRE	41	1350	County Line Expressway	1,600	1,600	0	0	0	0	0	0	0	800	800	0	0	
06	FRE	99	1530Y	Route 99 Replacement Planting	255	0	0	0	248	7	0	0	0	48	200	0	7	
06	KER	395	8539	Inyokern 4-Lane	440	0	440	0	0	0	0	0	0	440	0	0	0	
06	KER	46	3380A	Route 46 Expressway - Segment 2	6,450	700	50	0	5,700	0	0	0	4,400	300	400	50	1,300	
06	KER	46	3386	Route 46 Expressway - Segment 1	10,500	0	0	1,100	9,400	0	0	0	8,000	0	500	600	1,400	

2006 ITIP Augmentation New Capacity																		
DIST	CO	RTE	PPNO	PROJECT	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup	
06	KIN	198	A4360B	Kings/Tulare Rte. 198 Expressway	18,900	1,000	0	0	17,900	0	0	0	0	7,900	0	1,000	0	10,000
06	TUL	99	6480	Goshen/Kingsburg 6-Lane	2,000	0	0	2,000	0	0	0	0	0	0	0	2,000	0	0
06	TUL	99	6400	Tagus Ranch 6-lane freeway	2,700	2,700	0	0	0	0	0	0	0	0	2,700	0	0	0
07	LA	101	2789	Van Nuys- Van Nuys Blvd. Off-Ramps	469	469	0	0	0	0	0	0	0	0	31	340	98	0
07	LA	105	2119	Sepulveda to Nash WB Off Ramp Widening	7,540	1,654	1,500	4,386	0	0	0	1,500	2,186	0	1,200	454	2,200	0
07	LA	138	0694Q	Route 138 Widening	19,425	3,607	0	0	15,818	0	0	0	15,318	43	764	2,800	500	0
07	LA	5	2120	I-5 Western I/C Modification	12,828	828	0	0	12,000	0	0	0	11,000	0	396	432	1,000	0
07	LA	5	0115E	Ultimate HOV/Empire Interchange Improvements	3,539	2,039	1,500	0	0	0	0	0	0	2,039	1,500	0	0	0
07	LA	710	2215	Rte 710 Gap Closure (North)	5,000	5,000	0	0	0	0	0	0	0	5,000	0	0	0	0
07	LA	710	3612	I 710 Expansion (South)	5,000	0	5,000	0	0	0	0	0	0	5,000	0	0	0	0
07	VEN	101	2303	La Conchita & Mussel Shoals Op Imp	-1,573	-1,573	0	0	0	0	0	0	0	0	-5	-1,568	0	0
07	VEN	101	3918	Ventura/SB Route 101 HOV Lanes	19,870	0	0	3,840	14,800	1,230	0	490	140	3,840	14,800	600	0	0
08	SBD	138	0239D	Route 138 Widening (Portions)	1,050	1,050	0	0	0	0	0	0	0	0	1,050	0	0	0
08	SBD	15	0174L	Route 15 widening (Phase 2)	49,294	8,020	0	0	0	41,274	0	590	35,480	557	6,527	346	5,794	0
08	SBD	15	0176A	Route 15 SB Truck Climbing Lane	660	180	0	0	480	0	0	0	0	0	180	0	480	0
08	SBD	210	0194T	Etiwanda Windbreak Rural Historic Landscape	283	215	0	68	0	0	0	0	0	0	175	0	40	68
08	SBD	58	0215C	New 4-lane Expy (Kramer Junction)	4,066	2,555	0	0	1,511	0	0	0	0	2,555	0	1,511	0	0
08	SBD	58	0217F	Widen to 4-Lane (Hinkley)	7,482	0	2,248	0	5,234	0	0	2,182	0	5,543	-3,295	3,052	0	0
09	INY	395	0172	Manzanar 4-lane expressway	11,092	1,194	0	9,898	0	0	0	0	9,664	324	550	320	234	0
09	INY	395	0191	Independence 4-lane expressway	3,658	1,672	0	1,986	0	0	0	0	1,782	122	1,186	364	204	0
10	CAL	4	0304B	Angels Camp Bypass (Cost Increase)	4,375	0	4,375	0	0	0	0	0	4,375	0	0	0	0	0
10	MER	152	5707	Los Banos Bypass	200	200	0	0	0	0	0	0	0	200	0	0	0	0
10	MER	99	5479	Atwater Freeway	2,646	1,665	0	981	0	0	0	0	0	0	1,300	365	981	0
10	MER	99	5414	Arboleda Road Freeway	700	0	700	0	0	0	0	0	0	0	700	0	0	0
10	MER	99	0546Y	Livingston Stage II Landscaping	2,715	0	0	0	480	2,235	0	0	0	0	0	480	0	2,235
10	MER	99	0528Y	Mission Avenue Interchange Landscaping	910	0	0	0	0	910	0	0	0	0	300	0	610	0
10	TUO	108	0021B	E. Sonora Bypass Stage II	25,476	4,201	0	5,350	0	15,925	0	5,350	14,300	76	4,125	0	1,625	0
11	IMP	78	0021	Brawley Bypass - Route 86 to Route 111	1,500	0	0	1,500	0	0	0	0	0	0	0	1,500	0	0
11	IMP	78	0021F	Brawley Bypass - Stage 2	8,000	0	0	8,000	0	0	0	0	5,000	0	0	0	3,000	0
11	IMP	98	0549	Route 98 Widening (West of Rte 111)	2,800	2,800	0	0	0	0	0	0	0	2,800	0	0	0	0
11	SD	11	1000	State Route 11	5,000	5,000	0	0	0	0	0	0	0	5,000	0	0	0	0
11	SD	52	0260	New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	4,965	0	4,965	0	0	0	0	0	0	0	4,457	508	0	0
11	SD	905	0374K	New Route 905 Freeway - Otay Mesa	7,000	7,000	0	0	0	0	0	0	0	0	7,000	0	0	0
					391,289	91,681	49,807	84,655	120,895	43,485	766	39,130	153,242	58,010	69,533	17,873	53,501	

2006 ITIP Augmentation New Capacity																		
DIST	CO	RTE	PPNO	PROJECT	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup	
Public Transit Account Eligible Program																		
07	LA		9814	Glendale Grade Separation	20,625	0	0	20,625	0	0	0	0	0	20,625	0	0	0	0
75	ALA		2083	ACE Corridor Signal Upgrade	2,000	0	0	2,000	0	0	0	0	0	2,000	0	0	0	0
75	ALA		2086	Emeryville Station and Track Improvements	10,000	0	0	10,000	0	0	0	0	0	10,000	0	0	0	0
75	MER		2082	Merced Crossover	5,000	0	0	5,000	0	0	0	0	0	4,500	0	500	0	0
75	SD		2071	Oceanside Double Track	3,690	0	0	3,690	0	0	0	0	0	3,690	0	0	0	0
75	SD		2072	Encinitas Grade Separated Pedestrian Crossing	1,248	0	0	0	1,248	0	0	0	0	1,248	0	0	0	0
75	SD		2073	Carlsbad Double Track	1,480	0	0	1,000	480	0	0	0	0	480	0	1,000	0	0
75	SD		2074	San Luis Rey River Bridge and Second Track	3,000	0	0	3,000	0	0	0	0	0	0	3,000	0	0	0
75	SB		2087	Siding Upgrade and Extension	11,450	0	0	1,000	1,000	9,450	0	0	0	9,450	1,000	1,000	0	0
75	SOL		2085	Bahia Benicia Crossover	4,750	0	0	4,750	0	0	0	0	0	4,750	0	0	0	0
75	VAR		2089	Sidings in Santa Barbara and Ventura Counties	6,870	0	0	2,000	4,870	0	0	0	0	0	2,000	4,870	0	0
75	VEN		2088	Ventura County Sealed Corridor	8,000	0	0	8,000	0	0	0	0	0	7,200	0	800	0	0
					78,113	0	0	61,065	7,598	9,450	0	0	0	63,943	6,000	8,170	0	0
					469,402	91,681	49,807	145,720	128,493	52,935	766	39,130	217,185	64,010	77,703	17,873	53,501	



Appendix C – ITIP Augmentation Funded Projects Listing – Constrained Highway List

2006 ITIP Augmentation Funded Projects Listing Constrained Highway List

DIST	CORTE	PPNO	PROJECT	Agency	FUND	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup
01 Lake County																		
01	LAK	29 0122C	Diner Dr to North Rte 175 Upgrade Expressway	Caltrans	IIP (ST-CASH)	5,725	5,725	0	0	0	0	0	0	0	0	3,190	2,535	0
01	LAK	29 0122C	Diner Dr to North Rte 175 Upgrade Expressway	Caltrans	STIP Aug (IIP Cost Incr)	1,280	0	0	0	1,280	0	0	0	0	0	1,280	0	0
						7,005	5,725	0	0	1,280	0	0	0	0	0	4,470	2,535	0
01 Mendocino County																		
01	MEN	101 0133J	Hopland Bypass	Caltrans	IIP (ST-CASH)	7,200	7,200	0	0	0	0	0	0	0	0	7,200	0	0
01	MEN	101 0133J	Hopland Bypass	Caltrans	STIP Aug (IIP Cost Incr)	2,360	2,360	0	0	0	0	0	0	0	0	2,360	0	0
						9,560	9,560	0	0	0	0	0	0	0	0	9,560	0	0
01	MEN	101 0125F	Willits Bypass	Caltrans	GF IIP (ST-CASH)	64,936	9,000	0	0	0	55,936	0	9,000	55,936	0	0	0	0
01	MEN	101 0125F	Willits Bypass	Caltrans	IIP (ST-CASH)	45,933	9,759	0	0	0	36,174	0	0	34,693	5,721	3,299	739	1,481
01	MEN	101 0125F	Willits Bypass	Caltrans	STIP Aug (IIP Cost Incr)	2,571	0	2,571	0	0	0	0	0	0	0	1,412	1,159	0
						113,440	18,759	2,571	0	0	92,110	0	9,000	90,629	7,133	4,458	739	1,481
02 Lassen County																		
02	LAS	36 3048	Susanville Town Hill	Caltrans	IIP (ST-CASH)	2,694	655	0	0	2,039	0	0	150	1,894	130	300	75	155
02	LAS	36 3048	Susanville Town Hill	Caltrans	STIP Aug (IIP Cost Incr)	1,736	64	0	774	888	0	0	605	715	52	12	169	183
						4,430	719	0	774	2,937	0	0	755	2,599	182	312	244	338
02 Shasta County																		
02	SHA	299 0166A	Buckhorn Grade - Environmental Only	Caltrans	IIP (ST-CASH)	5,088	5,088	0	0	0	0	0	0	0	0	5,088	0	0
02	SHA	299 0166A	Buckhorn Grade - Environmental Only	Caltrans	STIP Aug (IIP Cost Incr)	800	800	0	0	0	0	0	0	0	0	800	0	0
						5,888	5,888	0	0	0	0	0	0	0	0	5,888	0	0
02	SHA	44 3116	Dana to Downtown Phase B	Caltrans	IIP (ST-CASH)	356	356	0	0	0	0	0	0	0	0	9	345	1
02	SHA	44 3116	Dana to Downtown Phase B	Caltrans	STIP Aug (IIP Cost Incr)	11,223	382	0	0	10,841	0	0	0	9,797	68	284	30	1,044
						11,579	738	0	0	10,841	0	0	0	9,797	77	629	31	1,045
02	SHA	44 6650	Dana to Downtown, Phase A	Caltrans	IIP (ST-CASH)	22,909	2,778	0	0	20,131	0	0	204	17,042	594	1,871	109	3,089
02	SHA	44 6650	Dana to Downtown, Phase A	Caltrans	STIP Aug (IIP Cost Incr)	1,010	1,010	0	0	0	0	0	0	0	130	880	0	0
						23,919	3,788	0	0	20,131	0	0	204	17,042	724	2,751	109	3,089
02	SHA	44 0137	Sillwater	Caltrans	IIP (ST-CASH)	440	440	0	0	0	0	0	0	0	0	440	0	0
02	SHA	44 0137	Sillwater	Caltrans	STIP Aug (IIP Cost Incr)	400	400	0	0	0	0	0	0	0	0	400	0	0
						840	840	0	0	0	0	0	0	0	0	840	0	0
02	SHA	5 3329	Cottonwood Hills Truck Climbing Lane	Caltrans	STIP Aug (IIP New)	4,541	0	0	1,470	3,071	0	0	185	0	1,470	1,920	966	0
						4,541	0	0	1,470	3,071	0	0	185	0	1,470	1,920	966	0
02 Trinity County																		
02	TRI	299 3104	Sand House Curve	Caltrans	IIP (ST-CASH)	3,473	245	0	38	3,190	0	0	22	3,060	34	211	16	130
02	TRI	299 3104	Sand House Curve	Caltrans	STIP Aug (IIP Cost Incr)	917	384	0	0	533	0	0	0	0	326	384	0	207
						4,390	629	0	38	3,723	0	0	22	3,386	418	211	16	337
03 Butte County																		
03	BUT	70 2273	SR 70 Passing Lanes	Caltrans	STIP Aug (IIP New)	20,000	0	4,000	0	16,000	0	0	1,000	14,200	1,000	1,500	500	1,800
						20,000	0	4,000	0	16,000	0	0	1,000	14,200	1,000	1,500	500	1,800
03	BUT	70 2262	Cohier Road (Phase 1)	Caltrans	IIP (ST-CASH)	12,037	3,664	0	0	8,373	0	0	664	7,240	1,250	1,250	500	1,133
03	BUT	70 2262	Cohier Road (Phase 1)	Caltrans	STIP Aug (IIP Cost Incr)	3,000	0	0	0	3,000	0	0	0	3,000	0	0	0	0
						15,037	3,664	0	0	11,373	0	0	664	10,240	1,250	1,250	500	1,133
03 El Dorado County																		
03	ED	50 3209Y	Mitigation Landscaping	Caltrans	IIP (ST-CASH)	386	0	0	0	0	386	0	0	386	0	0	0	0

2006 ITIP Augmentation Funded Projects Listing Constrained Highway List

<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>Prior</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW</u>	<u>Sup</u>	<u>CON</u>	<u>Sup</u>
03 Nevada County																				
03	NEV	49 4107	Combie to Grass Valley (Labarr Meadows) Widening	Caltrans	IIP (ST-CASH)	9,166	2,400	0	0	3,800	2,966	0	3,500	2,451	1,750	660	300	300	515	0
03	NEV	49 4107	Combie to Grass Valley (Labarr Meadows) Widening	Caltrans	STIP Aug (IIP Cost Incr)	1,800	350	0	0	1,450	0	0	1,000	0	0	350	450	0	0	0
						10,966	2,750	0	0	5,250	2,966	0	4,500	2,451	1,750	1,000	750	750	515	0
03 Placer County																				
03	PLA	65 0145M	Lincoln Bypass	Caltrans	IIP (ST-CASH)	108,665	25,718	0	0	82,967	0	0	17,368	76,496	2,000	5,000	1,350	1,350	6,471	0
03	PLA	65 0145M	Lincoln Bypass	Caltrans	STIP Aug (IIP Cost Incr)	4,877	16,064	0	0	-11,187	0	0	11,764	-20,245	1,000	3,000	300	300	9,058	0
						113,562	41,782	0	0	71,780	0	0	29,132	56,251	3,000	8,000	1,650	1,650	15,529	0
03	PLA	80 0146C	I-80 Capacity/Operational Improvements Phase 2	Caltrans	IIP (ST-CASH)	4,000	3,700	0	0	300	0	0	0	0	1,900	1,400	400	400	300	0
						4,000	3,700	0	0	300	0	0	0	0	1,900	1,400	400	400	300	0
03	PLA	80 0146B	I-80 Capacity/Operational Improvements Phase 1	Caltrans	IIP (ST-CASH)	600	500	100	0	0	0	0	100	0	100	200	100	100	100	0
03	PLA	80 0146B	I-80 Capacity/Operational Improvements Phase 1	Caltrans	STIP Aug (IIP Cost Incr)	110	110	0	0	0	0	0	0	0	10	100	0	0	0	0
						710	610	100	0	0	0	0	100	0	110	300	100	100	100	0
03 Sacramento County																				
03	SAC	50 6199C	HOV lanes & Community enhancements	Caltrans	IIP (ST-CASH)	2,500	2,500	0	0	0	0	0	0	0	2,500	0	0	0	0	0
03	SAC	50 6199C	HOV lanes & Community enhancements	Caltrans	STIP Aug (IIP Cost Incr)	295	295	0	0	0	0	0	0	0	295	0	0	0	0	0
						2,795	2,795	0	0	0	0	0	0	0	2,795	0	0	0	0	0
03 Sutter County																				
03	SUT	70 0289B	Sutter/Yuba Route 70 Corridor Project	Caltrans	IIP (ST-CASH)	59,900	6,000	11,900	42,000	0	0	0	10,400	37,000	1,000	5,000	1,500	1,500	5,000	0
03	SUT	70 0289B	Sutter/Yuba Route 70 Corridor Project	Caltrans	STIP Aug (IIP Cost Incr)	16,100	0	1,600	14,500	0	0	0	0	13,000	0	0	1,600	1,600	1,500	0
						76,000	6,000	13,500	56,500	0	0	0	10,400	50,000	1,000	5,000	3,100	3,100	6,500	0
03	SUT	70 0289P	Sutter/Yuba Route 70 Corridor Project	Caltrans	IIP (ST-CASH)	72,700	6,000	11,900	54,800	0	0	0	10,400	48,800	1,000	5,000	1,500	1,500	6,000	0
03	SUT	70 0289P	Sutter/Yuba Route 70 Corridor Project	Caltrans	STIP Aug (IIP Cost Incr)	14,644	0	14,644	0	0	0	0	0	14,144	0	0	0	0	500	0
						87,344	6,000	11,900	69,444	0	0	0	10,400	62,944	1,000	5,000	1,500	1,500	6,500	0
03	SUT	99 8362A	99 Widen to 4 Lanes With a Median (Segment 4)	Caltrans	IIP (ST-CASH)	35,299	3,524	0	31,775	0	0	0	1,720	29,546	137	707	960	960	2,229	0
03	SUT	99 8362A	99 Widen to 4 Lanes With a Median (Segment 4)	Caltrans	STIP Aug (IIP Cost Incr)	2,606	456	0	2,150	0	0	0	0	1,500	0	104	352	650	650	0
						37,905	3,980	0	31,775	2,150	0	0	1,720	31,046	137	811	1,312	1,312	2,879	0
03 Yolo County																				
03	YOL	50 0332D	Harbor Boulevard Project	Caltrans	IIP (ST-CASH)	5,925	1,775	0	0	4,150	0	0	3,750	0	175	1,600	400	400	0	0
						5,925	1,775	0	0	4,150	0	0	3,750	0	175	1,600	400	400	0	0
03 Yuba County																				
03	YUB	70 9725B	Sutter/Yuba Route 70 Corridor Project	Caltrans	IIP (ST-CASH)	5,570	0	0	5,570	0	0	0	0	5,570	0	0	0	0	0	0
						5,570	0	0	5,570	0	0	0	0	5,570	0	0	0	0	0	0
04 Alameda County																				
04	ALA	2103	BART Oakland Airport Connector - PA&ED	Bay Area Rapid Transit	IIP (PTA)	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	0	0	0
						10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	0	0	0
04	ALA	2021	Livermore Valley Sliding	SJRRC - San Joaquin R	IIP (PTA)	1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0	0	0
						1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0	0	0
04	ALA	24 0057A	Route 24/Caldecott Tunnel Corridor	Caltrans	IIP (ST-CASH)	18,000	8,000	0	4,600	5,400	0	0	200	0	8,000	4,200	200	200	5,400	0
						18,000	8,000	0	4,600	5,400	0	0	200	0	8,000	4,200	200	200	5,400	0
04	ALA	680 A0157D	Sund Grade HOV Corridor-Southbound	Caltrans	IIP (ST-CASH)	25,924	5,500	0	20,424	0	0	0	0	10,457	0	5,500	0	9,967	0	0
04	ALA	680 A0157D	Sund Grade HOV Corridor-Southbound	Caltrans	STIP Aug (IIP Cost Incr)	7,500	0	0	7,500	0	0	0	1,500	0	2,000	4,000	0	0	0	0

2006 ITIP Augmentation Funded Projects Listing Constrained Highway List

<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>Prior</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW Sup</u>	<u>CON Sup</u>
04	ALA	680 0177	Sund Grade HOV Corridor- Northbound	Caltrans	IIP (ST-CASH)	33,424 34,547	5,500 7,940	0 0	27,924 0	0 0	0 26,607	0 0	1,500 0	10,457 20,210	2,000 3,500	9,500 4,440	0 0	9,967 6,397
04 Contra Costa County																		
04	CC	2011G	Richmond BART Parking Structure	Bay Area Rapid Transit	IIP (PTA)	2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0
						2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0
04	CC	4 0192E	SR-4 East Widening from Lovelridge to Somersville	Caltrans	IIP (ST-CASH)	3,000 3,000	3,000 3,000	0 0	0 0	0 0	0 0	0 0	3,000 3,000	0 0	0 0	0 0	0 0	0 0
04 Napa County																		
04	NAP	12 0367D	Jamieson Canyon	Caltrans	IIP (ST-CASH)	2,000	0	0	0	2,000	0	0	0	0	0	2,000	0	0
04	NAP	12 0367D	Jamieson Canyon	Caltrans	STIP Aug (IIP Cost Incr)	2,130 4,130	2,130 2,130	0 0	0 0	0 2,000	0 0	0 0	0 0	0 0	0 0	2,130 4,130	0 0	0 0
04 San Mateo County																		
04	SM	101 0700B	Route 101 Auxiliary Lanes (Supplemental)	Caltrans	STIP Aug (IIP Cost Incr)	5,048 5,048	0 5,048	0 0	0 0	0 0	0 0	0 0	0 0	5,048 5,048	0 0	0 0	0 0	0 0
04 Santa Clara County																		
04	SCL	101 0468F	Route 101 Landscaping	Caltrans	IIP (ST-CASH)	1,524	193	0	0	0	0	1,331	23	1,116	0	193	0	192
04	SCL	101 0468F	Route 101 Landscaping	Caltrans	STIP Aug (IIP Cost Incr)	766 2,230	0 193	0 0	0 0	0 0	0 0	766 2,097	0 23	327 1,443	0 0	0 193	0 0	439 631
04 Solano County																		
04	SOL	37 5201F	Route 2937 Interchange - Highway Planting	Caltrans	IIP (ST-CASH)	3,046	0	0	0	3,046	0	0	0	2,800	0	0	0	246
04	SOL	37 5201F	Route 2937 Interchange - Highway Planting	Caltrans	STIP Aug (IIP Cost Incr)	1,481 4,527	0 0	758 758	723 3,769	0 0	0 0	0 0	0 0	200 3,000	0 0	758 758	0 0	523 769
04	SOL	80 8273B	Route 80 Widening Landscaping	Caltrans	IIP (ST-CASH)	1,347	0	0	0	165	1,182	0	45	955	0	165	101	81
04	SOL	80 8273B	Route 80 Widening Landscaping	Caltrans	STIP Aug (IIP Cost Incr)	1,121 2,468	0 0	0 0	535 700	586 1,768	0 0	0 0	0 45	0 955	0 0	535 700	0 101	586 667
04 Sonoma County																		
04	SON	101 B0360F	Route 101 Novato Narrows Freeway Upgrade	Caltrans	IIP (ST-CASH)	16,600	12,800	0	0	1,400	0	2,400	2,400	0	12,800	1,400	0	0
04	SON	101 B0360F	Route 101 Novato Narrows Freeway Upgrade	Caltrans	STIP Aug (IIP Cost Incr)	4,321 20,921	1,321 14,121	0 0	3,000 4,400	0 0	0 0	0 2,400	0 2,400	0 0	1,321 14,121	3,000 4,400	0 0	0 0
04	SON	101 0789E	Sonoma 101 at College Ave and 6th St. Improvement	Caltrans	IIP (ST-CASH)	1,000 1,000	1,000 1,000	0 0	0 0	0 0	0 0	0 0	1,000 1,000	0 0	0 0	0 0	0 0	0 0
05 Monterey County																		
05	MON	1 0032G	Salinas Road Interchange	Caltrans	IIP (ST-CASH)	1,114	1,114	0	0	0	0	0	0	0	1,114	0	0	0
05	MON	1 0032G	Salinas Road Interchange	Caltrans	STIP Aug (IIP Cost Incr)	396 1,510	396 1,510	0 0	0 0	0 0	0 0	0 0	0 0	0 0	396 1,510	0 0	0 0	0 0
05	MON	101 0318	Airport Boulevard Overcrossing (Phase 1)	Caltrans	IIP (ST-CASH)	98	98	0	0	0	0	0	0	0	98	0	0	0
05	MON	101 0318	Airport Boulevard Overcrossing (Phase 1)	Caltrans	STIP Aug (IIP Cost Incr)	177 275	177 275	0 0	0 0	0 0	0 0	0 0	0 0	0 0	177 275	0 0	0 0	0 0
05	MON	101 0058G	Punecade Improvement Project	Caltrans	GF IIP (ST-CASH)	70,483	47,554	0	0	0	22,929	0	47,554	22,929	0	0	0	0
05	MON	101 0058G	Punecade Improvement Project	Caltrans	IIP (ST-CASH)	51,689	11,563	0	0	0	40,136	0	11,563	40,136	0	0	0	0
05	MON	101 0058G	Punecade Improvement Project	Caltrans	STIP Aug (IIP Cost Incr)	5,000 127,182	0 59,117	0 0	0 0	0 0	5,000 68,065	0 0	0 59,117	5,000 68,065	0 0	0 0	0 0	0 0

2006 ITIP Augmentation Funded Projects Listing Constrained Highway List

<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>Prior</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW Sup</u>	<u>CON Sup</u>
05	MON	101 0058E	San Juan Road Interchange	Caltrans	IIP (ST-CASH)	4,300	4,300	0	0	0	0	0	0	0	4,300	0	0	0
05	MON	101 0058E	San Juan Road Interchange	Caltrans	STIP Aug (IIP Cost Incr)	400	400	0	0	0	0	0	0	0	400	0	0	0
						4,700	4,700	0	0	0	0	0	0	0	4,700	0	0	0
05	MON	156 0057C	Route 156 West Corridor	Caltrans	IIP (ST-CASH)	6,007	6,007	0	0	0	0	0	0	0	5,995	6	16	0
05	MON	156 0057C	Route 156 West Corridor	Caltrans	STIP Aug (IIP Cost Incr)	1,715	1,715	0	0	0	0	0	0	0	1,715	0	0	0
						7,722	7,722	0	0	0	0	0	0	0	7,700	6	16	0
05 San Benito County																		
05	SBT	156 0297	San Juan Bautista 4-lane expressway	Caltrans	IIP (ST-CASH)	16,642	16,642	0	0	0	0	0	11,842	0	858	3,028	914	0
05	SBT	156 0297	San Juan Bautista 4-lane expressway	Caltrans	STIP Aug (IIP Cost Incr)	5,561	5,561	0	0	0	0	0	2,564	0	2,878	0	119	0
						22,203	22,203	0	0	0	0	0	14,406	0	3,736	3,028	1,033	0
05 San Luis Obispo County																		
05	SLO	1 1847	Route 1 Hardscape Enhancements	Caltrans	IIP (STPE-S)	1,198	0	0	0	0	217	981	5	900	81	126	5	81
						1,198	0	0	0	0	217	981	5	900	81	126	5	81
05	SLO	101 4856A	SLO Operational Improvements (#1,2 & 5)	Caltrans	IIP (ST-CASH)	1,021	1,021	0	0	0	0	0	82	0	327	589	23	0
05	SLO	101 4856A	SLO Operational Improvements (#1,2 & 5)	Caltrans	STIP Aug (IIP Cost Incr)	737	737	0	0	0	0	0	0	0	-62	792	7	0
05	SLO	101 4856A	SLO Operational Improvements (#1,2 & 5)	Caltrans	STIP Aug (IIP New)	5,030	0	0	5,030	0	0	0	0	4,170	0	0	0	860
						6,788	1,758	0	0	5,030	0	0	82	4,170	265	1,381	30	860
05	SLO	101 4856	SLO Operational Improvements - 1A	Caltrans	IIP (ST-CASH)	704	704	0	0	0	0	0	118	0	227	343	16	0
05	SLO	101 4856	SLO Operational Improvements - 1A	Caltrans	STIP Aug (IIP Cost Incr)	253	253	0	0	0	0	0	0	0	-114	367	0	0
						957	957	0	0	0	0	0	118	0	113	710	16	0
05	SLO	41 0452	Cottonwood Climbing Lane (Supplemental)	Caltrans	STIP Aug (IIP Cost Incr)	568	0	568	0	0	0	0	0	568	0	0	0	0
						568	0	568	0	0	0	0	0	568	0	0	0	0
05	SLO	46 0226B	Route 46 Corridor Improvements (Union)	Caltrans	IIP (NH)	4,300	1,600	2,700	0	0	0	0	1,200	0	0	1,400	700	1,000
05	SLO	46 0226B	Route 46 Corridor Improvements (Union)	Caltrans	STIP Aug (IIP Cost Incr)	15,242	0	15,242	0	0	0	0	5,100	8,929	0	0	0	1,213
						19,542	1,600	17,942	0	0	0	0	6,300	8,929	0	1,400	700	2,213
05	SLO	46 0226C	Route 46 Corridor Improvements (Whitley 1)	Caltrans	IIP (NH)	36,600	1,500	0	0	0	35,100	0	600	34,400	0	900	0	700
05	SLO	46 0226C	Route 46 Corridor Improvements (Whitley 1)	Caltrans	STIP Aug (IIP Cost Incr)	-15,242	2,540	0	5,900	0	-23,682	0	5,300	-26,982	0	2,800	340	3,300
						21,358	4,040	0	5,900	0	11,418	0	5,900	7,418	0	3,700	340	4,000
06 Fresno County																		
06	FRE	41 1350	County Line Expressway	Caltrans	IIP (ST-CASH)	11,080	2,590	8,500	0	0	0	0	7,500	0	1,080	1,500	1,000	0
06	FRE	41 1350	County Line Expressway	Caltrans	STIP Aug (IIP Cost Incr)	1,600	1,600	0	0	0	0	0	0	0	800	800	0	0
						12,680	4,190	8,500	0	0	0	0	7,500	0	1,880	2,300	1,000	0
06	FRE	99 1530Y	Route 99 Replacement Planting	Caltrans	IIP (ST-CASH)	1,499	0	0	120	1,379	0	0	0	1,061	20	100	0	318
06	FRE	99 1530Y	Route 99 Replacement Planting	Caltrans	STIP Aug (IIP Cost Incr)	255	0	0	248	7	0	0	0	0	48	200	0	7
						1,754	0	0	368	1,366	0	0	0	1,061	68	300	0	325
06 Kern County																		
06	KER	14 8042	Freeman Gulch Widening	Caltrans	IIP (ST-CASH)	1,520	1,520	0	0	0	0	0	0	0	1,520	0	0	0
						1,520	1,520	0	0	0	0	0	0	0	1,520	0	0	0
06	KER	395 8539	Inyokern 4-Lane	Caltrans	IIP (ST-CASH)	800	800	0	0	0	0	0	0	0	800	0	0	0
06	KER	395 8539	Inyokern 4-Lane	Caltrans	STIP Aug (IIP Cost Incr)	440	0	440	0	0	0	0	0	0	440	0	0	0
						1,240	800	440	0	0	0	0	0	0	1,240	0	0	0
06	KER	46 3380A	Route 46 Expressway - Segment 2	Caltrans	IIP (ST-CASH)	1,365	965	0	150	250	0	0	150	0	365	600	0	250
06	KER	46 3380A	Route 46 Expressway - Segment 2	Caltrans	STIP Aug (IIP Cost Incr)	6,450	700	50	0	5,700	0	0	0	4,400	300	400	50	1,300

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<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>Prior</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW Sup</u>	<u>CON Sup</u>
06	KER	46	3386A	Route 46 Expressway - Segment 3	Caltrans	7,815	1,665	50	150	5,950	0	0	150	4,400	665	1,000	50	1,550
					IIP (ST-CASH)	4,925	225	0	0	4,700	0	0	4,175	0	0	225	525	0
						4,925	225	0	0	4,700	0	0	4,175	0	0	225	525	0
06	KER	46	3386	Route 46 Expressway - Segment 1	Caltrans	8,540	0	0	6,490	2,050	0	0	5,300	2,050	0	0	1,190	0
06	KER	46	3386	Route 46 Expressway - Segment 1	Caltrans	10,500	0	0	1,100	9,400	0	0	0	8,000	0	500	600	1,400
					STIP Aug (IIP Cost Incr)	19,040	0	0	7,590	11,450	0	0	5,300	10,050	0	500	1,790	1,400
						20,500	2,600	0	0	17,900	0	0	0	7,900	0	2,600	0	10,000
					IIP (ST-CASH)	1,600	1,600	0	0	0	0	0	0	0	0	1,600	0	0
					STIP Aug (IIP Cost Incr)	1,000	1,000	0	0	0	0	0	0	0	0	1,000	0	0
					STIP Aug (IIP New)	17,900	0	0	17,900	0	0	0	0	7,900	0	0	0	10,000
						20,500	2,600	0	0	17,900	0	0	0	7,900	0	2,600	0	10,000
					IIP (ST-CASH)	1,600	1,600	0	0	0	0	0	0	0	0	1,600	0	0
					STIP Aug (IIP Cost Incr)	2,700	2,700	0	0	0	0	0	0	0	2,700	0	0	0
						4,300	4,300	0	0	0	0	0	0	0	4,300	0	0	0
					IIP (ST-CASH)	2,202	2,202	0	0	0	0	0	0	0	2,202	0	0	0
					STIP Aug (IIP Cost Incr)	2,000	0	0	2,000	0	0	0	0	0	0	2,000	0	0
						4,202	2,202	0	2,000	0	0	0	0	0	2,202	2,000	0	0
					GF IIP (ST-CASH)	0	0	0	0	0	0	0	0	0	0	0	0	0
					IIP (ST-CASH)	4,922	142	162	0	0	4,618	0	304	4,618	0	0	0	0
						4,922	142	162	0	0	4,618	0	304	4,618	0	0	0	0
					IIP (ST-CASH)	1,603	1,603	0	0	0	0	0	118	0	466	921	98	0
					STIP Aug (IIP Cost Incr)	469	469	0	0	0	0	0	0	0	31	340	98	0
						2,072	2,072	0	0	0	0	0	118	0	497	1,261	196	0
					IIP (ST-CASH)	10,617	3,298	535	6,784	0	0	0	1,500	5,378	467	1,588	278	1,406
					STIP Aug (IIP Cost Incr)	7,540	1,654	1,500	4,386	0	0	0	1,500	2,186	0	1,200	454	2,200
						18,157	4,952	2,035	11,170	0	0	0	3,000	7,564	467	2,788	732	3,606
					IIP (ST-CASH)	4,572	4,572	0	0	0	0	0	0	0	667	2,048	1,857	0
						4,572	4,572	0	0	0	0	0	0	0	667	2,048	1,857	0
					IIP (ST-CASH)	1,596	1,596	0	0	0	0	0	1,596	0	0	0	0	0
						1,596	1,596	0	0	0	0	0	1,596	0	0	0	0	0
					IIP (ST-CASH)	90	90	0	0	0	0	0	90	0	0	0	0	0
						90	90	0	0	0	0	0	90	0	0	0	0	0
					IIP (ST-CASH)	1,547	1,547	0	0	0	0	0	1,547	0	0	0	0	0
						1,547	1,547	0	0	0	0	0	1,547	0	0	0	0	0
					IIP (ST-CASH)	106	106	0	0	0	0	0	106	0	0	0	0	0
						106	106	0	0	0	0	0	106	0	0	0	0	0
					IIP (ST-CASH)	17,152	6,852	0	0	10,300	0	0	2,606	9,682	960	2,895	381	618
					STIP Aug (IIP Cost Incr)	19,425	3,607	0	0	15,818	0	0	0	15,318	43	764	2,800	500
						36,577	10,459	0	0	26,118	0	0	2,606	25,000	1,003	3,659	3,191	1,118
					IIP (ST-CASH)	7,281	5,866	0	0	0	0	1,415	5,866	1,415	0	0	0	0
						7,281	5,866	0	0	0	0	1,415	5,866	1,415	0	0	0	0

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<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW Sup</u>	<u>CON Sup</u>
07	LA	5 2808	Rte 5 Carpool Lane from Orange Co Line to Rte 605	Caltrans	IIP (ST-CASH)	12,599	12,599	0	0	0	0	0	0	0	0	12,599	0
						12,599	12,599	0	0	0	0	0	0	0	0	12,599	0
07	LA	5 2808A	Orange County to Rte 605 - Camarita interchange	Caltrans	IIP (ST-CASH)	750	750	0	0	0	0	750	0	0	0	0	0
07	LA	5 2808A	Orange County to Rte 605 - Camarita interchange	Caltrans	IIP (STPE S)	3,880	495	0	3,385	0	0	0	3,195	75	420	0	190
						4,630	1,245	0	3,385	0	0	750	3,195	75	420	0	190
07	LA	5 2120	I-5 Western I/C Modification	Caltrans	IIP (ST-CASH)	12,126	12,126	0	0	0	0	8,431	0	399	2,623	713	0
07	LA	5 2120	I-5 Western I/C Modification	Caltrans	STIP Aug (IIP Cost Incr)	828	828	0	0	0	0	0	0	0	396	432	0
07	LA	5 2120	I-5 Western I/C Modification	Caltrans	STIP Aug (IIP New)	12,000	0	0	12,000	0	0	0	11,000	0	0	0	1,000
						24,954	12,954	0	12,000	0	0	8,431	11,000	399	3,019	1,145	1,000
07	LA	5 0151E	Ultimate HOV/Emprise Interchange Improvements	Caltrans	IIP (ST-CASH)	12,792	822	6,225	2,185	0	0	1,060	2,185	822	6,225	2,500	0
07	LA	5 0151E	Ultimate HOV/Emprise Interchange Improvements	Caltrans	STIP Aug (IIP Cost Incr)	3,539	2,039	1,500	0	0	0	0	0	2,039	1,500	0	0
						16,331	2,861	7,725	2,185	0	0	1,060	2,185	2,861	7,725	2,500	0
07	LA	710 3612	I 710 Expansion (South)	Caltrans	IIP (ST-CASH)	5,000	0	5,000	0	0	0	0	0	5,000	0	0	0
07	LA	710 3612	I 710 Expansion (South)	Caltrans	STIP Aug (IIP Cost Incr)	5,000	0	5,000	0	0	0	0	0	5,000	0	0	0
						10,000	0	5,000	0	0	0	0	0	10,000	0	0	0
07	LA	710 2215	Rte 710 Gap Closure (North)	Caltrans	IIP (ST-CASH)	2,952	2,952	0	0	0	0	0	0	2,952	0	0	0
07	LA	710 2215	Rte 710 Gap Closure (North)	Caltrans	STIP Aug (IIP Cost Incr)	5,000	5,000	0	0	0	0	0	0	5,000	0	0	0
						7,952	7,952	0	0	0	0	0	0	7,952	0	0	0
07 Ventura County																	
07	VEN	101 2303	La Conchita & Mussel Shoals Op Imp	Caltrans	IIP (ST-CASH)	3,300	3,300	0	0	0	0	0	0	1,500	1,800	0	0
07	VEN	101 2303	La Conchita & Mussel Shoals Op Imp	Caltrans	STIP Aug (IIP Cost Incr)	-1,573	-1,573	0	0	0	0	0	0	-5	-1,568	0	0
						1,727	1,727	0	0	0	0	0	0	1,495	232	0	0
07	VEN	101 3918	Ventura/SB Route 101 HOV Lanes	Caltrans	STIP Aug (IIP New)	19,870	0	3,840	14,800	1,230	0	490	140	3,840	14,800	600	0
						19,870	0	3,840	14,800	1,230	0	490	140	3,840	14,800	600	0
08 Riverside County																	
08	RIV	0079D	N Main Corona Parking Structure	Riverside County Trans	IIP (PTA)	12,500	3,000	0	9,500	0	0	0	9,500	1,000	2,000	0	0
						12,500	3,000	0	9,500	0	0	0	9,500	1,000	2,000	0	0
08	RIV	215 0116F	Route 60/215 East Junction HOV Connector	Caltrans	IIP (ST-CASH)	20,733	0	0	0	20,733	0	0	20,733	0	0	0	0
						20,733	0	0	0	20,733	0	0	20,733	0	0	0	0
08	RIV	71 0048W	Wildlife Study	Caltrans	IIP (ST-CASH)	808	808	0	0	0	0	0	0	808	0	0	0
						808	808	0	0	0	0	0	0	808	0	0	0
08 San Bernardino County																	
08	SBD	10 0154D	Tippecanoe Ave Interchange Improvements	San Bernardino Associa	IIP (ST-CASH)	2,500	0	0	0	2,500	0	0	0	0	2,500	0	0
						2,500	0	0	0	2,500	0	0	0	0	2,500	0	0
08	SBD	138 0239D	Route 138 Widening (Portions)	Caltrans	IIP (ST-CASH)	68,997	10,409	0	10,633	0	47,955	8,256	41,283	2,974	7,435	2,377	6,672
08	SBD	138 0239D	Route 138 Widening (Portions)	Caltrans	STIP Aug (IIP Cost Incr)	1,050	1,050	0	0	0	0	0	0	1,050	0	0	0
						70,047	11,459	0	10,633	0	47,955	8,256	41,283	4,024	7,435	2,377	6,672
08	SBD	15 0174L	Route 15 widening (Phase 2)	Caltrans	IIP (ST-CASH)	51,127	17,700	0	0	33,427	0	8,700	28,523	3,000	4,200	1,800	4,904
08	SBD	15 0174L	Route 15 widening (Phase 2)	Caltrans	STIP Aug (IIP Cost Incr)	49,294	8,020	0	0	41,274	0	590	35,480	557	6,527	346	5,794
						100,421	25,720	0	0	74,701	0	9,290	64,003	3,557	10,727	2,146	10,688
08	SBD	15 0176A	Route 15 SB Truck Climbing Lane	Caltrans	IIP (ST-CASH)	3,760	1,960	0	1,800	0	0	0	0	960	880	130	1,800
08	SBD	15 0176A	Route 15 SB Truck Climbing Lane	Caltrans	STIP Aug (IIP Cost Incr)	660	180	0	480	0	0	0	0	0	180	0	480
						4,420	2,140	0	2,280	0	0	0	0	960	1,060	130	2,280

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DIST	CORTE	PPNO	PROJECT	Agency	FUND	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup
08	SBD	210 0194T	Elwanda Windbreak Rural Historic Landscape	Caltrans	IIP (ST-CASH)	1,645	284	0	1,361	0	0	0	0	1,061	114	150	20	300
08	SBD	210 0194T	Elwanda Windbreak Rural Historic Landscape	Caltrans	STIP Aug (IIP Cost Incr)	283	215	0	68	0	0	0	0	0	175	0	40	68
						1,928	499	0	1,429	0	0	0	0	1,061	289	150	60	368
08	SBD	395 0260B	Route 395 Widening	Caltrans	IIP (ST-CASH)	4,000	4,000	0	0	0	0	0	0	0	4,000	0	0	0
						4,000	4,000	0	0	0	0	0	0	0	4,000	0	0	0
08	SBD	58 0215C	New 4-lane Expwy (Kramer Junction)	Caltrans	IIP (ST-CASH)	24,371	12,489	0	0	11,882	0	0	9,337	0	4,489	8,000	2,545	0
08	SBD	58 0215C	New 4-lane Expwy (Kramer Junction)	Caltrans	STIP Aug (IIP Cost Incr)	4,066	2,555	0	0	1,511	0	0	0	0	2,555	0	1,511	0
						28,437	15,044	0	0	13,393	0	0	9,337	0	7,044	8,000	4,056	0
08	SBD	58 0217F	Widen to 4-Lane (Hinkley)	Caltrans	IIP (ST-CASH)	15,007	9,745	0	0	5,262	0	0	4,181	0	100	9,645	1,081	0
08	SBD	58 0217F	Widen to 4-Lane (Hinkley)	Caltrans	STIP Aug (IIP Cost Incr)	7,482	0	2,248	0	5,234	0	0	2,182	0	5,543	-3,295	3,052	0
						22,489	9,745	2,248	0	10,496	0	0	6,363	0	5,643	6,350	4,133	0
09 Inyo County																		
09	INY	395 0172	Manzanar 4-lane expressway	Caltrans	GF IIP (ST-CASH)	5,461	896	0	4,565	0	0	0	886	4,565	0	0	0	0
09	INY	395 0172	Manzanar 4-lane expressway	Caltrans	IIP (ST-CASH)	18,274	952	0	17,322	0	0	0	158	15,450	80	561	153	1,872
09	INY	395 0172	Manzanar 4-lane expressway	Caltrans	STIP Aug (IIP Cost Incr)	11,092	1,194	0	9,898	0	0	0	0	9,664	324	550	320	234
						34,827	3,042	0	31,785	0	0	0	1,064	29,679	404	1,111	473	2,106
09	INY	395 0172A	Manzanar Archaeological Pre-Mitigation	Caltrans	IIP (ST-CASH)	800	0	0	800	0	0	0	0	800	0	0	0	0
						800	0	0	800	0	0	0	0	800	0	0	0	0
09	INY	395 0191	Independence 4-lane expressway	Caltrans	IIP (ST-CASH)	11,063	4,991	0	6,072	0	0	0	1,245	5,262	1,387	1,414	945	810
09	INY	395 0191	Independence 4-lane expressway	Caltrans	STIP Aug (IIP Cost Incr)	3,658	1,672	0	1,986	0	0	0	0	1,782	122	1,186	364	204
						14,721	6,663	0	8,058	0	0	0	1,245	7,044	1,509	2,600	1,309	1,014
09	INY	395 0191A	Independence Archaeological Pre-Mitigation	Caltrans	IIP (ST-CASH)	320	0	0	320	0	0	0	0	320	0	0	0	0
						320	0	0	320	0	0	0	0	320	0	0	0	0
10 Calaveras County																		
10	CAL	4 0304B	Angels Camp Bypass (Cost Increase)	Caltrans	IIP (ST-CASH)	23,458	4,024	19,434	0	0	0	0	4,024	18,134	0	0	0	1,300
10	CAL	4 0304B	Angels Camp Bypass (Cost Increase)	Caltrans	STIP Aug (IIP Cost Incr)	4,375	0	4,375	0	0	0	0	0	4,375	0	0	0	0
						27,833	4,024	23,809	0	0	0	0	4,024	22,509	0	0	0	1,300
10 Merced County																		
10	MER	152 5707	Los Banos Bypass	Caltrans	IIP (ST-CASH)	2,500	2,500	0	0	0	0	0	0	0	2,500	0	0	0
10	MER	152 5707	Los Banos Bypass	Caltrans	STIP Aug (IIP Cost Incr)	200	200	0	0	0	0	0	0	0	200	0	0	0
						2,700	2,700	0	0	0	0	0	0	0	2,700	0	0	0
10	MER	99 5401	Freeway Upgrade & Plainsburg Road I/C	Caltrans	IIP (ST-CASH)	5,720	3,243	2,477	0	0	0	0	2,477	0	3,243	0	0	0
						5,720	3,243	2,477	0	0	0	0	2,477	0	3,243	0	0	0
10	MER	99 5414	Abbeleda Road Freeway	Caltrans	IIP (ST-CASH)	30,787	30,787	0	0	0	0	0	24,900	0	4,917	0	970	0
10	MER	99 5414	Abbeleda Road Freeway	Caltrans	STIP Aug (IIP Cost Incr)	700	0	700	0	0	0	0	0	0	0	700	0	0
						31,487	30,787	700	0	0	0	0	24,900	0	4,917	700	970	0
10	MER	99 0528Y	Mission Avenue Interchange Landscaping	Caltrans	IIP (ST-CASH)	4,032	0	0	0	0	4,032	0	0	0	3,502	0	200	330
10	MER	99 0528Y	Mission Avenue Interchange Landscaping	Caltrans	STIP Aug (IIP Cost Incr)	910	0	0	0	0	910	0	0	0	0	300	0	610
						4,942	0	0	0	0	4,942	0	0	3,502	0	500	0	940
10	MER	99 5479	Atwater Freeway	Caltrans	IIP (ST-CASH)	63,765	11,744	0	52,021	0	0	0	7,886	46,075	889	1,888	1,061	5,946
10	MER	99 5479	Atwater Freeway	Caltrans	STIP Aug (IIP Cost Incr)	2,646	1,665	0	981	0	0	0	0	0	0	1,300	365	981
						66,411	13,409	0	53,002	0	0	0	7,886	46,075	889	3,188	1,426	6,927
10	MER	99 0546Y	Livingston Stage II Landscaping	Caltrans	IIP (ST-CASH)	780	0	0	0	100	680	0	0	0	515	0	100	165
10	MER	99 0546Y	Livingston Stage II Landscaping	Caltrans	STIP Aug (IIP Cost Incr)	2,715	0	0	0	480	2,235	0	0	0	0	480	0	2,235

2006 ITIP Augmentation Funded Projects Listing Constrained Highway List

<u>DIST</u>	<u>CORTE</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Agency</u>	<u>FUND</u>	<u>Total</u>	<u>Prior</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10-11</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>RW Sup</u>	<u>CON Sup</u>
10 San Joaquin County																		
10	SJ	205 7861	205/580 Ultimate Truck Bypass	Caltrans	IIP (NH)	566	566	0	0	0	0	0	0	0	566	0	0	0
						566	566	0	0	0	0	0	0	0	566	0	0	0
10	SJ	99 7668	SR99 (South Stockton) Widening	Caltrans	IIP (ST-CASH)	1,558	1,558	0	0	0	0	0	0	0	1,558	0	0	0
						1,558	1,558	0	0	0	0	0	0	0	1,558	0	0	0
10 Tuolumne County																		
10	TUO	108 0021B	E. Sonora Bypass Stage II	Caltrans	IIP (ST-CASH)	5,564	5,564	0	0	0	0	0	4,120	0	30	688	726	0
10	TUO	108 0021B	E. Sonora Bypass Stage II	Caltrans	STIP Aug (IIP Cost Incr)	9,551	4,201	0	5,350	0	0	0	5,350	0	76	4,125	0	0
10	TUO	108 0021B	E. Sonora Bypass Stage II	Caltrans	STIP Aug (IIP New)	15,925	0	0	0	15,925	0	0	14,300	0	0	0	0	1,625
						31,040	9,765	0	5,350	0	15,925	0	9,470	14,300	106	4,813	726	1,625
11 Imperial County																		
11	IMP	7 0051Y	Route 7 Landscape Mitigation	Caltrans	IIP (ST-CASH)	300	0	0	300	0	0	0	0	300	0	0	0	0
						300	0	0	300	0	0	0	0	300	0	0	0	0
11	IMP	78 0021	Brawley Bypass - Route 86 to Route 111	Caltrans	GF IIP (ST-CASH)	5,100	5,100	0	0	0	0	0	5,100	0	0	0	0	0
11	IMP	78 0021	Brawley Bypass - Route 86 to Route 111	Caltrans	IIP (ST-CASH)	4,061	4,061	0	0	0	0	0	2,982	0	0	0	1,079	0
11	IMP	78 0021	Brawley Bypass - Route 86 to Route 111	Caltrans	STIP Aug (IIP Cost Incr)	1,500	0	1,500	0	0	0	0	0	0	0	0	1,500	0
						10,661	9,161	0	1,500	0	0	0	8,082	0	0	0	2,579	0
11	IMP	78 0021F	Brawley Bypass - Stage 2	Caltrans	GF IIP (ST-CASH)	12,970	0	0	12,970	0	0	0	12,970	0	0	0	0	0
11	IMP	78 0021F	Brawley Bypass - Stage 2	Caltrans	IIP (ST-CASH)	32,123	0	32,123	0	0	0	0	29,603	0	0	0	2,520	0
11	IMP	78 0021F	Brawley Bypass - Stage 2	Caltrans	STIP Aug (IIP Cost Incr)	8,000	0	8,000	0	0	0	0	5,000	0	0	0	3,000	0
						53,093	0	53,093	0	0	0	0	47,573	0	0	0	5,520	0
11	IMP	98 0549	Route 98 Widening (West of Rte 111)	Caltrans	IIP (ST-CASH)	2,000	2,000	0	0	0	0	0	720	0	1,100	0	180	0
11	IMP	98 0549	Route 98 Widening (West of Rte 111)	Caltrans	STIP Aug (IIP Cost Incr)	2,800	2,800	0	0	0	0	0	2,800	0	2,800	0	0	0
						4,800	4,800	0	0	0	0	0	720	0	3,900	0	180	0
11 San Diego County																		
11	SD	11 1000	State Route 11	Caltrans	IIP (ST-CASH)	8,000	8,000	0	0	0	0	0	0	0	8,000	0	0	0
11	SD	11 1000	State Route 11	Caltrans	STIP Aug (IIP Cost Incr)	5,000	5,000	0	0	0	0	0	0	0	5,000	0	0	0
						13,000	13,000	0	0	0	0	0	0	0	13,000	0	0	0
11	SD	52 0260	New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	Caltrans	IIP (ST-CASH)	3,400	3,400	0	0	0	0	0	0	0	0	2,400	1,000	0
11	SD	52 0260	New Rte52 Fwy-Rte125 to Cuyamaca-Wst end	Caltrans	STIP Aug (IIP Cost Incr)	4,965	0	4,965	0	0	0	0	0	0	0	4,457	508	0
						8,365	3,400	4,965	0	0	0	0	0	0	0	6,857	1,508	0
11	SD	905 0374K	New Route 905 Freeway - Otay Mesa	Caltrans	GF IIP (NH)	5,000	0	0	5,000	0	0	0	0	5,000	0	0	0	0
11	SD	905 0374K	New Route 905 Freeway - Otay Mesa	Caltrans	IIP (I)	124,194	54,121	0	70,073	0	0	0	37,500	62,073	2,771	11,850	2,000	8,000
11	SD	905 0374K	New Route 905 Freeway - Otay Mesa	Caltrans	STIP Aug (IIP Cost Incr)	7,000	7,000	0	0	0	0	0	0	0	0	7,000	0	0
						136,194	61,121	0	75,073	0	0	0	37,500	67,073	2,771	18,850	2,000	8,000
12 Orange County																		
12	ORA	74 4110	Widen Route 74 from 2 to 4 Lanes	Caltrans	IIP (ST-CASH)	3,713	3,713	0	0	0	0	0	0	0	3,713	0	0	0
						3,713	3,713	0	0	0	0	0	0	0	3,713	0	0	0



Appendix D – ITIP Augmentation Funded Projects Listing – PTA Intercity Rail & Grade Separations

ITIP Augmentation Funded Projects Listing PTA Intercity Rail & Grade Separations

DIST	CORTE	PPNO	PROJECT	Agency	FUND	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW	Sup	CON	Sup
Alameda County																				
04	ALA	2103	BART Oakland Airport Connector - PA&ED	Bay Area Rapid Transit	IIP (PTA)	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	0	0	0
						10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	0	0	0
75	ALA	2020	Emeryville Intermodal Transfer Station Parking	Emeryville, City of	IIP (PTA)	4,200	0	0	0	4,200	0	0	0	4,200	0	0	0	0	0	0
						4,200	0	0	0	4,200	0	0	0	4,200	0	0	0	0	0	0
04	ALA	2021	Livermore Valley Siding	SURRC - San Joaquin R	IIP (PTA)	1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0	0	0
						1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0	0	0
75	ALA	2083	ACE Corridor Signal Upgrade	Caltrans	STIP Aug (IIP New)	2,000	0	0	2,000	0	0	0	0	2,000	0	0	0	0	0	0
						2,000	0	0	2,000	0	0	0	0	2,000	0	0	0	0	0	0
75	ALA	2086	Emeryville Station and Track Improvements	Caltrans	STIP Aug (IIP New)	10,000	0	0	10,000	0	0	0	0	10,000	0	0	0	0	0	0
						10,000	0	0	10,000	0	0	0	0	10,000	0	0	0	0	0	0
Contra Costa County																				
04	CC	2011G	Richmond BART Parking Structure	Bay Area Rapid Transit	IIP (PTA)	2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0	0	0
						2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0	0	0
Los Angeles County																				
07	LA	9814	Glendale Grade Separation	Glendale, City of	IIP (PTA)	29,000	12,625	0	16,375	0	0	0	10,374	16,375	525	1,726	0	0	0	0
						29,000	12,625	0	16,375	0	0	0	10,374	16,375	525	1,726	0	0	0	0
07	LA	9814	Glendale Grade Separation	Glendale, City of	STIP Aug (IIP Cost Incr)	49,625	12,625	0	37,000	0	0	0	10,374	37,000	525	1,726	0	0	0	0
						49,625	12,625	0	37,000	0	0	0	10,374	37,000	525	1,726	0	0	0	0
75	LA	2002	LA-Fullerton Triple Track and Grade Separation	Caltrans	IIP (PTA)	9,396	3,000	6,396	0	0	0	0	0	6,396	600	2,400	0	0	0	0
						9,396	3,000	6,396	0	0	0	0	0	6,396	600	2,400	0	0	0	0
75	LA	2002A	LA-Fullerton Triple Track & Grade Sep (Rosecrans)	Caltrans	IIP (PTA)	6,200	0	0	2,000	4,200	0	0	4,200	0	0	2,000	0	0	0	0
						6,200	0	0	2,000	4,200	0	0	4,200	0	0	2,000	0	0	0	0
Madera County																				
75	MAD	2025	Nadara Antirak Station Relocation	Caltrans	IIP (PTA)	800	130	670	0	0	0	0	35	670	25	70	0	0	0	0
						800	130	670	0	0	0	0	35	670	25	70	0	0	0	0
Merced County																				
75	MER	2082	Merced Crossover	Caltrans	STIP Aug (IIP New)	5,000	0	0	5,000	0	0	0	0	4,500	0	500	0	0	0	0
						5,000	0	0	5,000	0	0	0	0	4,500	0	500	0	0	0	0
Orange County																				
75	ORA	2026	Fullerton Transportation Center parking expansion	Caltrans	IIP (PTA)	8,000	1,000	0	4,250	2,750	0	0	4,250	2,750	0	1,000	0	0	0	0
						8,000	1,000	0	4,250	2,750	0	0	4,250	2,750	0	1,000	0	0	0	0
Placer County																				
75	PLA	9879	Roseville Track and Signal Improvements	Caltrans	IIP (PTA)	3,782	252	0	0	3,530	0	0	0	3,530	252	0	0	0	0	0
						3,782	252	0	0	3,530	0	0	0	3,530	252	0	0	0	0	0
Riverside County																				
08	RIV	0079D	N Main Corona Parking Structure	Riverside County Trans	IIP (PTA)	11,000	1,500	0	9,500	0	0	0	0	9,500	500	1,000	0	0	0	0
						11,000	1,500	0	9,500	0	0	0	0	9,500	500	1,000	0	0	0	0
Sacramento County																				
75	SAC	2027	Elk Grove Intercity Rail Station	Caltrans	IIP (PTA)	800	0	150	650	0	0	0	0	0	150	650	0	0	0	0
						800	0	150	650	0	0	0	0	0	150	650	0	0	0	0
San Bernardino County																				
75	SBD	10 0150D	Cotton Crossing RR-Grade Separation	San Bernardino Associa	IIP (PTA)	2,189	0	2,189	0	0	0	0	0	0	2,189	0	0	0	0	0
						2,189	0	2,189	0	0	0	0	0	0	2,189	0	0	0	0	0
San Diego County																				
75	SD	9069A	Somerton to Miramar Double Track	Caltrans	IIP (PTA)	5,200	1,300	0	3,900	0	0	0	0	0	0	5,200	0	0	0	0
						5,200	1,300	0	3,900	0	0	0	0	0	0	5,200	0	0	0	0
75	SD	9865	San Diego River Bridge Replacement	Caltrans	IIP (PTA)	855	0	855	0	0	0	0	0	0	855	0	0	0	0	0

ITIP Augmentation Funded Projects Listing

PTA Intercity Rail & Grade Separations

DIST	CORTE	PPNO	PROJECT	Agency	FUND	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup
75	SD	2006	Replace Santa Margarita Bridge & Second Main Trac	San Diego Association c	IIP (PTA)	855	0	855	0	0	0	0	0	0	855	0	0	0
						19,693	2,500	987	16,206	0	0	0	0	16,206	500	2,987	0	0
75	SD	7300A	Del Mar Bluffs, stabilization	Caltrans	IIP (PTA)	19,693	2,500	987	16,206	0	0	0	0	16,206	500	2,987	0	0
						4,597	0	0	1,200	0	3,397	0	0	3,397	1,200	0	0	0
75	SD	2062	Solana Beach Transit Station Parking Structure	North County Transit Dis	IIP (PTA)	4,597	0	0	1,200	0	3,397	0	0	3,397	1,200	0	0	0
						6,000	0	6,000	0	0	0	0	0	6,000	0	0	0	0
75	SD	2071	Oceanside Double Track	Caltrans	STIP Aug (IIP New)	6,000	0	6,000	0	0	0	0	0	6,000	0	0	0	0
						3,690	0	0	3,690	0	0	0	0	3,690	0	0	0	0
75	SD	2072	Eronitas Grade Separated Pedestrian Crossing	Caltrans	STIP Aug (IIP New)	1,248	0	0	1,248	0	0	0	0	1,248	0	0	0	0
						1,248	0	0	0	1,248	0	0	0	1,248	0	0	0	0
75	SD	2073	Carlsbad Double Track	Caltrans	STIP Aug (IIP New)	1,480	0	0	1,000	480	0	0	0	480	0	1,000	0	0
						1,480	0	0	1,000	480	0	0	0	480	0	1,000	0	0
75	SD	2074	San Luis Rey River Bridge and Second Track	Caltrans	STIP Aug (IIP New)	3,000	0	0	3,000	0	0	0	0	0	3,000	0	0	0
						3,000	0	0	3,000	0	0	0	0	0	3,000	0	0	0
San Joaquin County																		
75	SJ	2030	Capacity Improvements Escalon to Stockton	Caltrans	IIP (PTA)	26,450	0	0	0	26,450	0	0	0	26,450	0	0	0	0
						26,450	0	0	0	26,450	0	0	0	26,450	0	0	0	0
75	SJ	2031	Stockton SP Depot Restoration	SJRR - San Joaquin R	IIP (PTA)	3,400	0	3,400	0	0	0	0	0	3,400	0	0	0	0
						3,400	0	3,400	0	0	0	0	0	3,400	0	0	0	0
75	SJ	2066	Stockton ACE Northwest Track Connection	Caltrans	IIP (PTA)	5,000	0	3,750	1,250	0	0	0	2,250	1,250	0	1,500	0	0
						5,000	0	3,750	1,250	0	0	0	2,250	1,250	0	1,500	0	0
Santa Barbara County																		
75	SB	2087	Sling Upgrade and Extension	Caltrans	STIP Aug (IIP New)	11,450	0	0	1,000	1,000	9,450	0	0	9,450	1,000	1,000	0	0
						11,450	0	0	1,000	1,000	9,450	0	0	9,450	1,000	1,000	0	0
Santa Clara County																		
75	SCL	2008	Capitol Corridor San Jose-Santa Clara Fourth Main	Caltrans	IIP (PTA)	25,200	4,600	0	20,600	0	0	0	0	22,000	1,150	2,050	0	0
						25,200	4,600	0	20,600	0	0	0	0	22,000	1,150	2,050	0	0
Solano County																		
75	SOL	2085	Baha Benica Crossover	Caltrans	STIP Aug (IIP New)	4,750	0	0	4,750	0	0	0	0	4,750	0	0	0	0
						4,750	0	0	4,750	0	0	0	0	4,750	0	0	0	0
Various Counties																		
75	VAR	2061	Security Measures (Oakland & LA Facilities)	Caltrans	IIP (PTA)	3,540	0	3,540	0	0	0	0	0	3,540	0	0	0	0
						3,540	0	3,540	0	0	0	0	0	3,540	0	0	0	0
75	VAR	2065	Capitalized Maint. (Cap Cor Surliner, San Joaquin)	Caltrans	IIP (PTA)	4,482	0	1,482	3,000	0	0	0	0	4,482	0	0	0	0
						4,482	0	1,482	3,000	0	0	0	0	4,482	0	0	0	0
75	VAR	2089	Sidings in Santa Barbara and Ventura Counties	Caltrans	STIP Aug (IIP New)	6,870	0	0	2,000	4,870	0	0	0	0	2,000	4,870	0	0
						6,870	0	0	2,000	4,870	0	0	0	0	2,000	4,870	0	0
75	VAR	2070	SCRPA Sealed Corridor Project	Caltrans	IIP (PTA)	5,000	0	1,400	3,600	0	0	0	0	3,600	0	1,400	0	0
						5,000	0	1,400	3,600	0	0	0	0	3,600	0	1,400	0	0
75	VAR	2068	Signal & Communication System Upgrade - NCTD	San Diego Association c	IIP (PTA)	1,000	0	500	500	0	0	0	0	500	250	250	0	0
						1,000	0	500	500	0	0	0	0	500	250	250	0	0
Ventura County																		
75	VEN	2069	Santa Paula Branch Line	Ventura County Transp	IIP (PTA)	6,750	0	6,750	0	0	0	0	0	6,750	0	0	0	0
						6,750	0	6,750	0	0	0	0	0	6,750	0	0	0	0
75	VEN	2088	Ventura County Sealed Corridor	Caltrans	STIP Aug (IIP New)	8,000	0	0	8,000	0	0	0	0	7,200	0	800	0	0
						8,000	0	0	8,000	0	0	0	0	7,200	0	800	0	0



Appendix E – 2006 ITIP Augmentation New Funds – Additional Highway Program Priorities

2006 ITIP Augmentation New Capacity																	
DIST	CO	RTE	PPNO	PROJECT	Total	Prior	06-07	07-08	08-09	09-10	10-11	RW	CON	PAED	PSE	RW Sup	CON Sup
Additional Highway Program Priorities																	
01	MEN	101	0125F	Willits Bypass	72,000					72,000							
05	SLO	101	A4459	Santa Maria River Bridge Widening	1,300	0	1,000	300	0	0	0	0	60	0	0	1,000	240
05	SLO	46	0226D	Route 46 Corridor Improvements (Whitley 2)	16,000	0	0	16,000	0	0	0	0	8,400	0	0	7,000	600
09	INY	395	0170	Olancho and Cartago expressway	13,037	0	0	4,917	8,120	0	0	0	6,907	0	2,765	2,152	1,213
09	MNO	395	0241	Highpoint Curve Corrections	716	0	0	503	0	0	0	0	0	0	213	503	0
07	LA	101	2789	Van Nuys- Van Nuys Blvd. Off-Ramps	8,000	0	0	0	0	0	0	0	0	8,000	0	0	0
					111,053	0	1,000	21,720	8,120	0	0	15,367	0	2,978	10,655	2,053	0

Appendix F – Assessment of 2006 ITIP Augmentation

Assessment of 2006 Interregional Transportation Improvement Program Augmentation

Interregional Transportation Strategic Plan (ITSP) State Transportation Improvement Program (STIP) Guideline 19 Criteria for Measuring Performance and Cost-Effectiveness

Introduction

The 2006 Interregional Transportation Improvement Program (ITIP) Augmentation was developed based on goals and objectives for improving interregional mobility of people and goods consistent with the Department's Interregional Transportation Strategic Plan. The ITSP guides investment of ITIP funds towards achieving the vision for the interregional transportation system and meeting six interregional system improvement objectives. STIP Guidelines (Section 34 – Interregional Program Objectives) state the objectives to which ITIP funds must be directed and requires preparation of the ITSP.

For this Augmentation, the Department is relying primarily upon a qualitative assessment of the ITIP to assess and measure performance compared to the goals and objectives in the ITSP. A qualitative assessment is appropriate based on the principal ITSP objectives to complete the interregional trunk system (referred to as Focus Routes) to higher standard (typically freeway and expressway), and to connect urbanized areas and metropolitan centers, high growth areas, and rural and smaller urban centers to the trunk system. As routes are completed to the higher standard, through continuing progress to program the ITIP towards meeting these objectives, the route performance can then be assessed quantitatively.

The ITIP Augmentation also contributes towards selected improvements in congested urban freeway corridors that improve goods movement into and through the "Gateway" and to intermodal transfer facilities. On these corridors, the Department will be moving more rapidly in future STIP cycles towards a quantitative assessment. The Department will be assessing corridor performance and continually working towards implementing corridor and system management and, with its transportation partners, to strengthen data collection systems and detection for real-time freeway performance.

Structure of Assessment Report

This initial qualitative assessment is divided into three primary sections. The sections are:

1. A framework stating the goals and objectives in the ITSP,
2. A higher level evaluation of how the ITIP contributes towards meeting them, and
3. A matrix both summarizing the primary linkages of projects to goals and objectives and exactly identifying the objective(s) the project addressed.

The matrix is a key element of the assessment and should be referred to for understanding linkages of projects to the ITSP goals, strategies, principles and objectives. Each interregional transportation system element is assigned a color for ready comprehensive on ITSP and ITIP linkages. The matrix cells are filled in to match the principal linkages. All cells should NOT be completed for all projects. The rows are specific to a particular element of the ITSP or objective. The six objectives to which ITIP funds are to be directed are distinct and specific to system types,

demography, and other factors. In some cases multiple cells may be filled in. This is particularly the case with completion of the trunk system (Focus Routes) that has additional linkages to three other objectives.

The assessment includes only new projects that are being added into the ITIP. This includes three (3) highway and eleven (11) intercity rail projects.

Framework for Assessment

Assessment of the ITIP Augmentation is based on both the “Vision” for the interregional transportation system and “Objectives” to which ITIP funds are to be directed to achieve it. The matrix described above identifies this relationship. The vision and objectives are described below. The ITSP additionally includes supporting “Strategies” and “Principles” to move towards meeting the vision. These are included in this assessment as vital contributors towards achieving the vision and meeting interregional mobility objectives.

I. Vision for the Interregional System and Strategies to Achieve the Vision

The ITSP (Section III. 1.) identifies a vision for each of the interregional system elements for which ITIP funds can be directed by statute. For purposes of this assessment, the vision is the goals for the interregional system. Below are the goals (the vision) for the four elements of the interregional system.

Vision

State Highways

Provide a dependable and reasonable level of service for the interregional movement of people and goods, accessibility into and through “gateways” and connectivity to intermodal transfer facilities.

Intercity Passenger Rail

Intercity passenger rail service provides a clear and attractive alternative to automobile and air travel in the major corridors linking the urban centers of California—and, via national interstate trains, to the rest of the nation. Service is frequent, direct, reliable and fast.

Grade Separations

Provide safe railroad grade crossings at state highways, and minimize disruptions and delay to interregional movement of people and goods.

Mass Transit Guideways

Provide cost-effective modal investments for the highest traveled and highest density guideway corridors that support interregional travel and have overriding statewide significance.

Strategies

The ITSP (Section III. 2.) identifies the following strategies to complement and move towards meeting the vision. These strategies are a critical component of each ITIP development and tie directly to meeting ITSP objectives.

State Highways

1. Focus investments on a key subset of Interregional Road System Routes (IRRS) that are major north-south and east-west routes serving the State as a whole.
2. Improve routes to minimum facility standards, directing priority programming to major underdeveloped routes.
3. Identify key gateways of major statewide significance and target improvements to, through, and within the gateway area.
4. Rely on and advocate investments by Regional Transportation Planning Agencies of State Highway funds under their control, to address capacity and operational needs in urbanized areas and on the non-IRRS portion of the State Highway System.
5. Improve non-IRRS routes using the State Highway Operation and Protection Program (SHOPP) for smaller operational improvements and facility improvements within traditional SHOPP rehabilitation and reconstruction projects.
6. Make optimum use of the capacity available on the existing "built" system through operational improvements and strategies.
7. Coordinate operational plans, improvements and strategies with regional agencies, the goods movement industry, and other modal and intermodal owners and operators (e.g. airports, seaports, freight rail, and intermodal transfer and distribution centers).
8. Apply and integrate new technologies into management of the "built" system, and plan and design new technologies into new construction.

Intercity Passenger Rail

1. Increase speeds and reduce running times on all routes, thus enhancing their efficiency and effectiveness as a transportation alternative.
2. Increase capacity on all three routes consistent with adequate ridership demand and feasibility.
3. Improve reliability and on-time performance through track, signal and station projects.
4. Protect the State investment in rolling stock through careful monitoring of California Car warranty provisions and oversight of maintenance.
5. Comply with all federal and state safety and public facility requirements, including the upgrade of facilities to comply with the Americans with Disabilities Act (ADA).

Grade Separations

1. Provide public education about grade crossing awareness.
2. Reduce the incidence of accidents at grade crossings on state highways and work with local agencies, under the aegis of the Public Utilities Commission (PUC), to reduce the incidence of accidents at grade crossings on local streets and roads.
3. Work with passenger and freight rail owners to cooperatively fund improvements at critical accident locations.

Mass Transit Guideways

1. Advocate for significant state interest in guideways serving the highest traveled and highest density travel corridors, where guideway development will support interregional mobility.
2. Participate with Regional Transportation Planning Agencies (RTPAs) and transit providers in corridor studies and major investment studies that examine cost-effective guideway investments to support interregional mobility.

II. Guiding Direction for Plan and Program

The ITSP identifies principles, objectives and criteria to guide investment decisions (Section V. 1., 2, and 3) that complement achieving the goals and strategies above. The principles and objectives are identified below. The criteria are not repeated here. Criteria will be refined as the performance measures efforts mature.

Principles

Eight (8) key principles guide the ITSP. These principles recognize the diversity of the State and important but varied interests between rural and highly urbanized areas.

1. California's transportation planning process relies on open communication and an ongoing cooperative relationship between all members of the transportation community. The Department and the RTPAs must mutually consult, cooperate, and seek consensus on transportation priorities and strategies.
2. The Department has primary responsibility for the interregional mobility of people and goods. Regional and local agencies have primary responsibilities for regional and local mobility and for actions to manage commute and other congestion in their areas. Larger metropolitan areas are responsible for managing interregional commute congestion within the Transportation Management Area.
3. Rural areas of the State contribute to the State's economic well-being and quality of life. The State has a vital interest in agriculture, mining and timber production. Recreational travel and tourism are vital to the State and regional economies, and are considered in all aspects of transportation planning.
4. Connecting people and goods to growing urban centers, urbanized areas and major gateways is vital to the economy and quality of life in California.
5. Movement of goods and services into and through urbanized areas and gateways and to intermodal facilities is a critical component of the interregional program.
6. The designated Interstate System is the backbone of the State's transportation system for interregional, interstate and international goods movement, access to seaports, air cargo terminals and other intermodal transfer facilities. Improvements within major gateways in urbanized areas will often involve Interstate routes.
7. Key segments of the State Highway System are incomplete or under-developed. These will be developed to minimum facility standards as programming priorities allow, considering a range of qualitative and quantitative planning and operations factors.
8. Intercity passenger rail is an important component of the state's interregional transportation system. The Department will continue to expand intercity rail service in the three key statewide corridors and add additional corridors as demand and funds dictate. The State will advocate for an appropriate continuing level of interstate passenger rail service. Additionally, over the long-term, the State will pursue the true high speed rail (HSR) development in California, when economically feasible.

Objectives

Six (6) key objectives are identified to which ITIP funds are to be directed for improved interregional mobility. These are described within the STIP Guidelines (Section 34 - Interregional Program Objectives). The guideline includes additional guidance from the California Transportation Commission (CTC) on the intent and purpose of carrying out the Program.

1. Complete a trunk system of higher standard (usually expressway/freeway) state highways.
2. Connect all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.
3. Ensure a dependable level of service for movement into and through major gateways of statewide significance and ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.
4. Connect urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State's expanding population.
5. Link rural and smaller urban centers to the trunk system.
6. Implement an intercity passenger rail program (including interregional commuter rail) that complies with federal and state laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.

Qualitative Evaluation of 2006 ITIP Augmentation for Meeting ITSP Goals and Objectives

The 2006 ITIP Augmentation identifies three (3) new highway and eleven (11) new intercity rail project to be added into the ITIP that meet the goals, strategies, principles and four of the six objectives in the ITSP for improving interregional mobility of people and goods. The matrix that follows identifies how each new ITIP project meets the goals, strategies, principles and objectives in the ITSP. For purposes of this evaluation, projects already adopted by the CTC in the 2006 STIP (projects with cost increases) are not included in the matrix. The same qualitative factors were used for these projects during the last 2006 ITIP cycle and the project scope remains unchanged. All projects have safety benefits. Projects otherwise contributed towards improved mobility, reliability and productivity. These are not quantified. Each objective is briefly restated with a narrative description of how the projects as a whole respond.

Objectives and ITIP Augmentation Projects

1. Complete a trunk system of higher standard (usually expressway/freeway) state highways. (Referred to as Focus Routes)

This ITIP Augmentation continues the priority of making investments to improve Focus Routes to higher standard. A map of the uncompleted Focus Routes (with the completed Interstates) is included as an attachment to this evaluation. The map also identifies the urbanized areas and year designated. This map is important to understand the criticality of completing the Focus Routes to ensure a strong ground transportation system for California. The Focus Routes, with the Interstates and limited numbers of other non-Interstate completed freeways, carry the largest volumes of travel for people and goods statewide.

Investments are made on SR-70 and U.S. 101, both Focus Routes. Completion of these routes to higher standard is the highest priority.

2. Connect all urbanized areas, major metropolitan center and gateways to the freeway and expressway system.

Completion of the Focus Routes to higher standard above will provide 24 urbanized areas with direct connection to a completed freeway for interregional and regional travel. Thirty of California's 55 urbanized areas are not on a completed freeway. This ITIP Augmentation addresses this need through both continuing investment on the Focus Routes and making progress towards connecting the urbanized area.

SR-70 is an integral part of the SR 99/70 corridor that provides vital linkage between the urbanized areas of Sacramento, Marysville/Yuba City and Chico. This corridor is beginning to experience travel delay due to growth in Butte and Yuba/Sutter Counties and the Sacramento region. The passing lane project has immediate, independent utility and benefit while furthering the ultimate goal of completing a higher standard SR 99/70 facility.

Adding HOV lanes on U.S. 101 in Ventura and Santa Barbara Counties represents only one component of a larger Route 101 corridor improvement strategy. This segment serves as a key travel corridor for commute travel, commerce/goods movement and interregional travel between the San Francisco Bay Area and the Los Angeles basin.

3. Ensure a dependable level of service for movement into and through major gateways of statewide significance.

Gateways are major centers of entrance into the State from the Pacific Rim or from other States. In some instances they are major terrain/mountain gateways, such as the Grape Vine. The concept of a Gateway is described in the ITSP (Section VI.5.) and a map identifying each Gateway and major routes within it is included (page 26).

This ITIP Augmentation continues to make investments within major Gateways to improve primarily Interstates routes (such as I-5) for the efficient movement, connectivity and transfer of freight. The I-5 truck climbing lane project will improve operations and avoid traffic delay in currently mile-long upgrade of 2.5% to 2.9% at the Cottonwood Hill location. Project has additional benefits for all travelers.

4. Implement an intercity passenger rail program.

Continuing improvements to the three (3) intercity passenger rail corridors are made in the ITIP, including station improvements.

Performance Indicators and Measures

This evaluation does not provide a quantitative assessment of the ITIP using the indicators and measures in Guideline 19. A baseline for current system performance is not stated for all categories and projected impact of projects is not made for any category. All projects meet stated objectives in the Commissions Guidelines (Section 34). At a higher level the Department performed baseline calculations and performance measure evaluations for selected categories.

Safety

Project	Fatal Accidents	%	Injury Accidents	%
Butte SR-70 Passing Lanes	3	4.0	6	45.0
Shasta I-5 Truck Passing Lane	1	1.0	17	25.0
VEN-SB SR-101 HOV Lane	4	2.2	177	40.8
Total/ <i>Average</i>	8	2.4	200	36.9

Reliability – Intercity Passenger Rail

On Time Performance: Average 70.6 % all three corridors

Productivity - Intercity Passenger Rail

Current Performance: Passenger Mile/Train Mile – 105.8

Return on Life Cycle Investment

Project	Life Cycle Cost (\$1,000)	Net Present Value (\$1,000)	Safety Savings (\$1,000)	B/C Ratio	Rate of Return (%)
Butte SR-70 Passing Lanes	\$20,000	\$90,400	\$4,700	5.5	29.1
Shasta I-5 Truck Passing Lane	\$23,100	\$34,300	\$1,100	2.5	17.2
VEN-SB SR-101 HOV Lane	\$126,300	\$24,200	\$7,500	1.2	6.7
Total/ <i>Average</i>	\$169,400	\$148,900	\$13,300	3.1	17.7

ITIP Augmentation Projects Matrix by Qualitative Plan Elements

The matrix that follows identifies how each new project meets the goals, strategies, principles and objectives in the ITSP for improving interregional mobility of people and goods. It is arrayed by major categories of state highway projects and intercity passenger rail only. There are no new mass transit guideway, and grade separation projects in this Augmentation. A separate listing (or key) to the matrix categories is attached for ease of comparison.

STIP Guideline 19

Matrix of Qualitative Evaluation Factors by Project (ITSP)

			Vision		Strategy														Principles		Objectives						
			All Modes		Highway						Intercity Rail								All Modes		All Modes						
			Vision/Goal		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7*
CO	RTE	PM	PROJECT																								
SHA	5	1.2/4.3	Cottonwood Hills Truck Climbing Lane																								
BUT	70	3.4/11.5	SR-70 Passing Lanes																								
VEN	101	39.8/43.6	VEN/SB Route 101 HOV Lanes																								
SD			Oceanside Double Track																								
SD			Encinitas Grade Separated Pedestrian Crossing																								
MER			Merced Crossover																								
SOL			Bahia Benicia Crossover																								
SD			Carlsbad Double Track																								
SB			Siding Upgrade and Extension																								
ALA			Emeryville Station and Track Improvements																								
VEN			Ventura County Sealed Corridor																								
ALA			ACE Corridor Signal Upgrade																								
VAR			Sidings in Santa Barbara and Ventura Counties																								
SD			San Luis Rey River Bridge and Second Track																								

Vision - Interregional Transportation System

State Highways	Provide a dependable and reasonable level of service for the interregional movement of people and goods, accessibility into and through "gateways" and connectivity to intermodal transfer facilities.
Intercity Passenger Rail	Intercity passenger rail service provides a clear and attractive alternative to automobile and air travel in the major corridors linking the urban centers of California--and, via national interstate trains, to the rest of the nation. Service is frequent, direct, reliable, and fast.
Grade Separations	Provide safe railroad grade crossings at state highways, and minimize disruptions and delay to interregional movement of people and goods.
Mass Transit Guideways	Provide cost-effective modal investments for the highest traveled and highest density guideway corridors that support interregional travel and have overriding statewide significance.

Strategy				
	Highway	Intercity Passenger Rail	Grade Separation	I/R Mass Transit Guideway
1	Focus investments on a key subset of Interregional Road System Routes that are major north-south and east-west routes serving the State as a whole.	Increase speeds and reduce running times on all routes, thus enhancing their efficiency and effectiveness as a transportation alternative.	Provide public education about grade crossing awareness.	Advocate for significant state interest in guideways serving the highest traveled and highest density travel corridors, where guideway development will support interregional mobility.
2	Improve routes to minimum facility standards, directing priority programming to major underdeveloped routes.	Increase capacity on all three routes consistent with adequate ridership demand and feasibility.	Reduce the incidence of accidents at grade crossings on state highways and, work with local agencies, under the aegis of the Public Utilities Commission (PUC) to reduce the incidence of accidents at grade crossings on local streets and roads.	Participate with RTPAs and transit providers in corridor studies and major investment studies to examine cost-effective guideway investments to support interregional mobility.
3	Identify key gateways of major statewide significance and target improvements to, through, and within the gateway area.	Improve reliability and on-time performance through track, signal and station projects.	Work with passenger and freight rail owners to cooperatively fund improvements at critical accident locations.	
4	Rely on and advocate investments by Regional Transportation Planning Agencies of State Highway funds under their control, to address capacity and operational needs in urbanized areas and on the non-IRRS portion of the State Highway System.	Protect the state investment in rolling stock through careful monitoring of California Car warranty provisions and oversight of maintenance.		
5	Improve non-IRRS routes using the State Highway Operation and Protection Program (SHOPP) for smaller operational improvements and facility improvements within traditional SHOPP rehabilitation and reconstruction projects.	Comply with all federal and state safety and public facility requirements, including the upgrade of facilities to comply with the Americans with Disabilities Act (ADA).		
6	Make optimum use of the capacity available on the existing "built" system through operational improvements and strategies.			
7	Coordinate operational plans, improvements and strategies with regional agencies, the goods movement industry, and other modal and intermodal owners and operators (e.g. airports, seaports, freight rail, and intermodal transfer and distribution centers).			
8	Apply and integrate new technologies into management of the "built" system, and plan and design new technologies into new construction.			

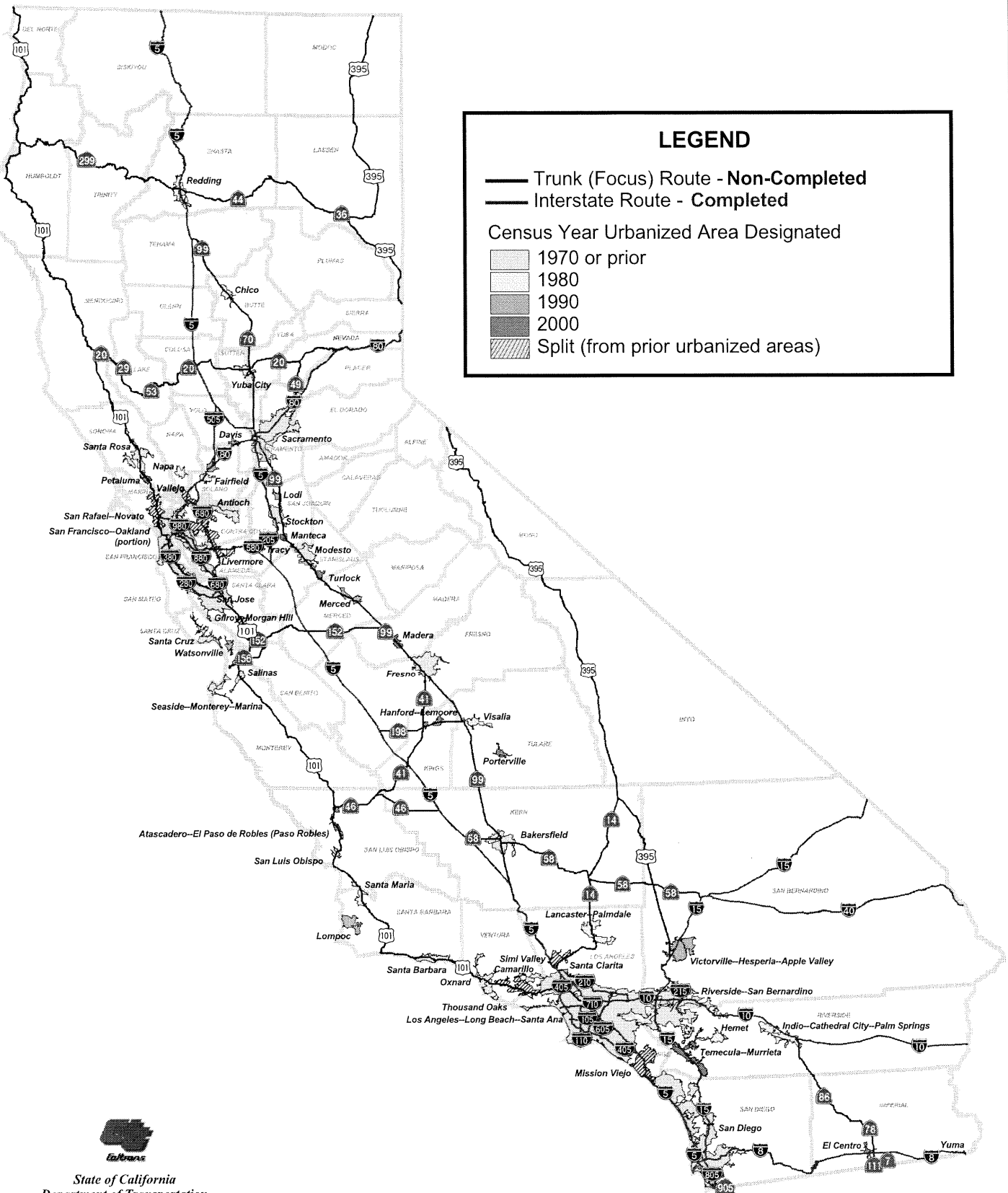
Principles

1. California's transportation planning process relies on open communication and an ongoing cooperative relationship between all members of the transportation community. Caltrans and the RTPAs must mutually consult, cooperate, and seek consensus on transportation priorities and strategies.
2. Caltrans has primary responsibility for the interregional mobility of people and goods. Regional and local agencies have primary responsibilities for regional and local mobility and for actions to manage commute and other congestion in their areas. Larger metropolitan areas are responsible for managing interregional commute congestion within the Transportation Management Area.
3. The rural areas of the state contribute to the state's economic well-being and quality of life. The state has a vital interest in agriculture, mining, and timber production. Recreational travel and tourism are vital to the state and regional economies, and are considered in all aspects of transportation planning.
4. Connecting people and goods to growing urban centers, urbanized areas, and major gateways is vital to the economy and quality of life in California.
5. Movement of goods and services into and through urbanized areas and gateways and to intermodal facilities is a critical component of the interregional program.
6. The designated interstate system is the backbone of the state's transportation system for interregional, interstate, and international goods movement, access to seaports, air cargo terminals, and other intermodal transfer facilities. Improvements within major gateways in urbanized areas will often involve interstate routes.
7. Key segments of the state highway system are incomplete or under-developed. These will be developed to minimum facility standards as programming priorities allow, considering a range of qualitative and quantitative planning and operations factors.
8. Intercity passenger rail is an important component of the state's interregional transportation system. Caltrans will continue to expand intercity rail service in the three key statewide corridors and add additional corridors as demand and funds dictate. The state will advocate for an appropriate continuing level of interstate passenger rail service. Additionally, over the long-term, the state will pursue true high speed rail (HSR) development in California, when economically feasible.

Objectives

1. Complete a trunk system of higher standard (usually expressway/freeway) state highways.
2. Connect all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.
3. Ensure a dependable level of service for movement into and through major gateways of statewide significance and ensure connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.
4. Connect urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the state's expanding population.
5. Link rural and smaller urban centers to the trunk system.
6. Implement an intercity passenger rail program (including interregional commuter rail) that complies with federal and state laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.
7. Compatible with ITSP, Not in plan

Designation Trends of Urbanized Areas on Transportation Paths



State of California
Department of Transportation
Division of Transportation Planning GIS
August 2002

Source: U.S. Census Bureau Urbanized Area Designations

Appendix G – ITIP Funding Formulas

The 25% interregional program is not constrained by county shares. However, by law, new funding to the program must comply with the following constraints:

Part 1 - 60% of the program shall be programmed for improvements to State highways that are specified in statute as part of the interregional road system (IRRS) and are outside urbanized areas, and for intercity rail improvements.

Of this amount, at least 15% (9% of the interregional program) shall be programmed for intercity rail improvements, including grade separation projects.

Part 2 - 40% of the program may be programmed to transportation improvement projects to facilitate interregional movement of people and goods, including State highway, intercity passenger rail, mass transit guideway, or grade separation projects. These projects may be in either urbanized or non-urbanized areas.

Of this amount, up to 60% (24% of the interregional program) may be in the South counties, and up to 40% (16% of the interregional program) may be in the North counties.

Part 1 – Rural

Non Urbanized IRRS:	\$243,772	
Intercity Rail:	<u>78,113</u>	16.6% (Range: 9 to 100%)
	\$321,885	68.6% (Range: 60 to 100%)

Part 2 – Urban

North	\$ 37,171	7.9% (Range: 0 to 16%)
South	<u>110,346</u>	23.5% (Range: 0 to 24%)
	\$147,517	

Total New ITIP	\$469,402	
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